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Year	Pioneer Valley	Massachusetts	United States	Lower Valley Region
1969	4.2	3.5	3.2	3.0
1971	8.5	7.0	6.0	5.8
1973	7.0	6.8	5.5	5.2
1975	12.0	8.5	7.0	6.0

NAME OF MUNICIPALITY	1970 CENSUS	1975 POPULATION ESTIMATE	NAME OF MUNICIPALITY	1970 CENSUS	1975 POPULATION ESTIMATE
AGAWAM	21,717	24,568	MIDDLEFIELD	288	317
AMHERST	26,331	29,385	MONSON	7,355	7,704
BELCHERTOWN	5,936	6,358	MONTGOMERY	446	483
BLANFORD	863	902	NORTHAMPTON	29,664	30,977
BRIMFIELD	1,907	2,204	PALMER	11,680	12,035
CHESTER	1,025	937	PELHAM	937	1,139
CHESTERFIELD	704	750	PLAINFIELD	287	288
CHICOPEE	66,676	71,650	RUSSELL	1,382	1,411
CUMMINGTON	562	571	SOUTH HAOLEY	17,033	19,057
EAST LONGMEADOW	13,029	14,749	SOUTHAMPTON	3,069	3,379
EASTHAMPTON	13,012	13,516	SOUTHWICK	6,330	7,220
GOSHEN	483	512	SPRINGFIELD	163,905	166,165
GRANBY	5,473	6,363	TOLLAND	172	166
GRANVILLE	1,008	1,059	WALES	852	941
HADLEY	3,750	4,010	WARE	8,187	8,288
HAMPOEN	4,572	5,286	WEST SPRINGFIELD	28,461	30,383
HATFIELD	2,825	2,918	WESTFIELD	31,433	33,312
HOLLAND	931	1,017	WESTHAMPTON	793	837
HOLYOKE	50,112	49,871	WILBRAHAM	11,984	13,877
HUNTINGTON	1,593	1,607	WILLIAMSBURG	2,342	2,456
LONGMEADOW	15,630	17,825	WORTHINGTON	712	761
LUOLOW	17,580	19,925			
			TOTAL	583,031	617,179

Building Permit Data supplied by:
Massachusetts Dept. of Community Affairs

AUTOMOBILE - HIGHWAYS

The most important mode of transportation in the region is the private automobile which accounted for over 90 percent of the trips made. During the past year environmental impact statements were reviewed for proposed Interstate Route-391 connecting Chicopee and Holyoke, and the Route 116 By-Pass in Amherst and Hadley. Environmental Impact Statements are presently being prepared for projects including Boston Road (Route 20) in Springfield; Route 10 in Westfield; Route 57 in Agawam and Southwick; and the Chicopee-West Springfield Bridge.

Highway improvements are also proposed for Route 143 in Chesterfield, Route 116 in Granby, Route 10 in Easthampton and Route 33 in Chicopee (see map).

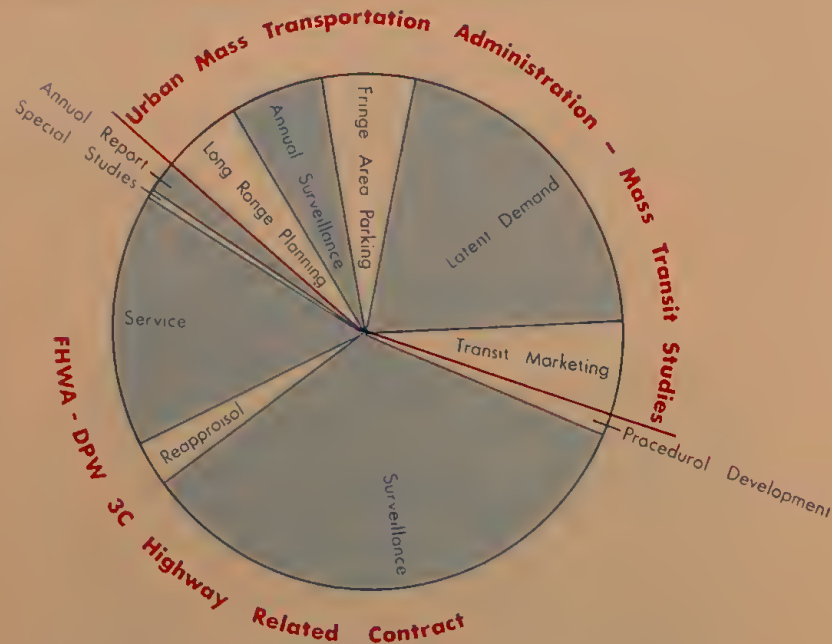
In several communities TOPICS-type programs are nearing implementation. TOPICS-type improvements typically are designed to correct dangerous intersections or traffic bottlenecks. Several projects have been completed in the City of Springfield.

AIR TRANSPORTATION

Intercity air passenger service is provided from Bradley International Airport located in Windsor Locks, Connecticut.

There are also five general aviation airports in the region including Bowles Airport in Agawam, LaFleur Airport in Northampton, Metropolitan Airport in Palmer, Barnes Airport in Westfield and Pilgrim Airport in Hatfield. With the exception of Westover Air Force Base, currently being deactivated, Barnes is by far the largest in the region and the third busiest airport in Massachusetts. Presently, Barnes is one of eight Massachusetts' (see map) airports participating in a technical study of airport-related noise problems. It is anticipated that the results of this study will include legislation prohibiting further residential development in areas adversely affected by airport noise as well as other appropriate noise abatement measures.

FINANCIAL STATEMENT



Total Transportation Planning Monies, (Apr 1975) - \$240,375

REAPPRAISAL

In 1969 the Springfield Urbanized Area Comprehensive Transportation Study (SUACTS), was completed. This study is the initial long-range transportation plan for a large part of the region. One of the important tasks of the transportation planning staff is to continually update portions of SUACTS and to expand its scope to the borders of the region.

Since the SUACT study was completed, many of the basic ideas regarding transportation planning have changed. The concern for environmental, social and economic impacts has contributed to a deemphasis on new highway construction. The energy crisis has brought about a renewed interest in improving and expanding mass transportation systems facilities. Greater attention has also been directed at increasing the mobility for the elderly, the handicapped, the young and the unemployed. A Transit Improvement Program recently completed by the Commission, outlines recommendations for transit service and equipment improvements needed over the next five years.

PROCEDURAL DEVELOPMENT

The Commission staff constantly strives to incorporate new ideas and procedures into its planning program. For example, the staff is currently assisting in the development of a new system for statewide data collection. Data will be collected in small geographic units called Basic Analysis Zones. Eventually all State Agencies are expected to utilize these zones for data collection and analysis purposes. Basic Analysis Zones will undoubtedly be a valuable planning tool which will have many useful applications.

The Commission, in cooperation with the Springfield Planning Department, is also assisting the U.S. Bureau of the Census in maintaining a comprehensive and updated series of Census maps to cover the region. As part of this project, important street and roadway characteristics are inventoried, mapped and maintained on an ongoing basis.

Computer modelling techniques are being evaluated as a means to simulate and analyze traffic flow characteristics on each of the region's highways. These computer modelling techniques may eventually be expanded to include the region's mass transit system.

MASS TRANSIT

The Pioneer Valley Transit Authority was formed in August 1974 under the provisions of state enabling legislation. Currently 15 communities (see map) comprise the membership of the Authority which now has prime responsibility for financing and operating the region's transit system. The Authority will be the recipient of federal and state assistance which will underwrite 80 percent of the costs of new buses and related capital equipment, and up to 75 percent of transit operating deficits (if any).

A recently published Transit Development Program prepared by the Commission will be the major short-range planning tool for the Transit Authority. Five additional transit studies have recently been undertaken by the commission to better help enable the Transit Authority to serve the needs of the region's residents.

Increasingly there are indications of an expanded interest and need for transit service. During 1974, The Springfield Street Railway Company, the principal bus operator in the region, experienced an increase in ridership for the first time since 1945. In the Northern part of the region, the nofare systems operated by the University of Massachusetts and Five Colleges Inc. together carried in excess of 6 million passengers in 1974.

Other major local bus carriers in the region include the Holyoke Street Railway, the Springfield-Agawam Bus Lines, Longueil Transportation, and Western Mass Bus Lines. Peter Pan Bus Lines is the major intercity carrier serving the region.

RAILROADS

Rail passenger service is provided by AMTRAK from Northampton and Springfield. Presently there is frequent passenger service only to Hartford, New York City and points south. There is also one train daily to points north terminating in Montreal. Experimental AMTRAK passenger service linking Boston and Chicago, stopping in Springfield, should be initiated in the near future.

Rail freight service is provided by the Boston & Maine Railroad, the Central Vermont Railroad and the Penn-Central Railroad. The Penn-Central is one of eight bankrupt Railroads in the Northeast undergoing reorganization as a result of federal laws aimed at revitalizing and streamlining the rail system. Two Penn-Central branch lines in the region have not been recommended for inclusion in the new system, (see map):

- 1.) Ware River Secondary Track, Palmer Massachusetts to Barre Massachusetts (25 miles).
- 2.) Portion of Holyoke Secondary Track from Westfield, Massachusetts south to Simsbury, Connecticut (15 miles).

If these rail lines are abandoned severe economic consequences are projected since rail dependent industries would likely be forced to relocate or close down.

CURRENT PLANNING EFFORT

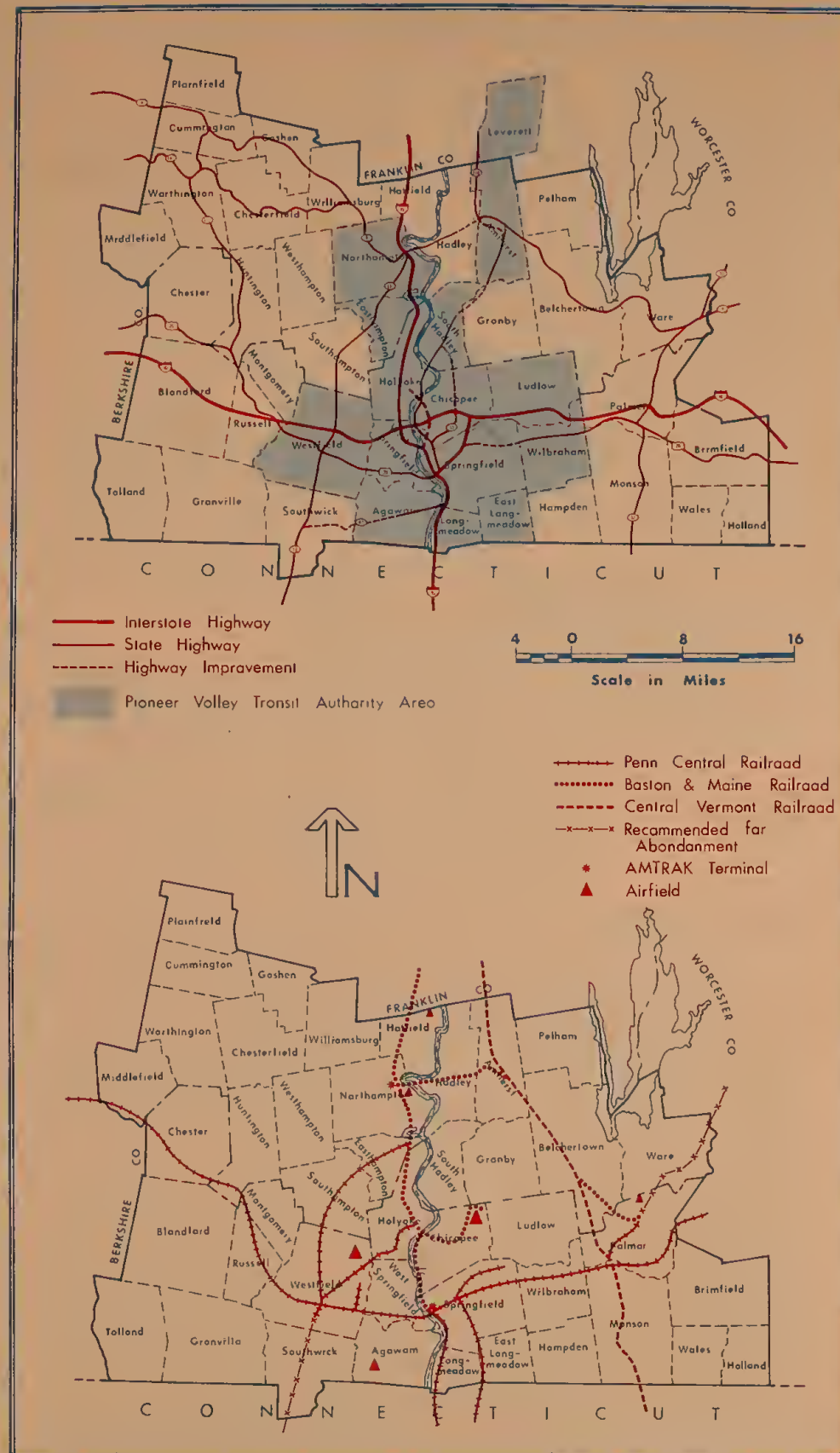
In addition to the planning program described in this report, the following activities were undertaken during the past year:

- Preparation of the region's first comprehensive list of transportation priorities submitted to the Massachusetts Department of Public Works and the Executive Office of Transportation and Construction.
- Development of a revised set of comprehensive transportation goals for the region.
- Prepared sketch plans for bike paths, hiking trails, and scenic routes.
- Inventoried data on regional bus, air and rail operations.
- Re-evaluated boundaries of the urbanized area affecting the allocation of federal and state transportation funds.
- Participated in U.S. Department of Transportation training seminars.
- Provided mechanisms for citizen participation in transportation planning through the JTC and public informational meetings.
- Assisted local officials and agencies in the review and preparation of grant applications.

NEXT YEAR'S PLANNING EFFORT

In addition to continuing current tasks, the next year's transportation planning effort will attempt to include:

- Gradual expansion and updating of the region's transportation and transit development programs.
- Development of energy conservation programs.
- Realignment of the Federal-Aid Highway System.
- Detailed bike path and pedestrian trail plans.
- Airport inventory and analysis.
- Evaluation of computer modelling techniques for highway and transit planning.
- Railroad right-of-way inventory and analysis.
- Update of region's transportation priorities list.
- Technical planning support for the Pioneer Valley Transit Authority.
- Environmental analysis related to transportation projects and programs.



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TRANSPORTATION ANNUAL REVIEW REPORT 1979

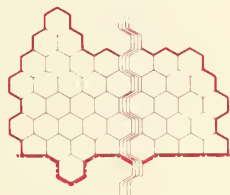
GOVERNMENT DOCUMENTS
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Lower Pioneer Valley
Regional Planning Commission

REPRESENTATIVES and STAFF

JOINT TRANSPORTATION COMMITTEE

James P. Cope, Chairman	Amherst
John Savioli	Agawam
Lawrence B. Smith	Belchertown
George J. Young	Chester
William W. Curtis	Chesterfield
Marc Webb	Chicopee
Alfred A. Melian, Jr.	East Longmeadow
Julian Fil	Hadley
Michael Laverdiere	Holyoke
Joseph Cote	Longmeadow
Richard Mainville	Ludlow
Peter Klejna	Northampton
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Laura Stickel	South Hadley
Nuchi Prifti	Southwick
Robert B. Oakes	Springfield
John F. Conn	Ware
Thomas Haberlin	Westfield
William Dempsey	West Springfield
Jeffrey Spear	Wilbraham
Richard Mullane	Worthington
Martin Durant	Bureau of Transportation Planning & Development
Francis J. Hoey	Mass. Department of Public Works, District 2
William P. Goss	Five Colleges, Inc.
Ronald J. Tober	Pioneer Valley Transit Authority
Paul W. Shuldiner	University of Massachusetts
Carl Eger	Mass. Department of Commerce and Development
Richard S. Thomas	Board of Commissioners— Hampden County
Almer Huntley, Jr.	Board of Commissioners— Hampshire County
Richard Hodgkins	Massachusetts Aeronautic Commission
Alan DeBlasio	Federal Highway Administration
Stephen Joyce	Pioneer Valley Air Pollution Control District
Max Vigil	Urban Mass Transportation Administration
Wayne Fisher	Barnes Municipal Airport

TRANSPORTATION PLANNING STAFF

K.M. Munnich	Planning Director
Timothy Brennan	Principal Planner
Glenn Rowland	Senior Planner
Charles W. O'Dowd	Planner
Joshua Gottlieb	Planner
Marlene Connor	Planner
Joseph Russell	Carpool/Vanpool Coordinator
Carmino Basile	Assistant Planner
Dianne Smith	Assistant Planner
Shaun Hayes	Cartographer/Planner
Jody Meredith	Assistant Cartographer
Shirley Munro	Secretary
Diane Sliwa	Secretary

3C TRANSPORTATION PLANNING

The Lower Pioneer Valley Regional Planning Commission (LPVRPC) was formed in 1962 under Chapter 40B of the General Laws of Massachusetts. The regional planning district includes a total of five cities and 38 towns and an area of 1,178 square miles.

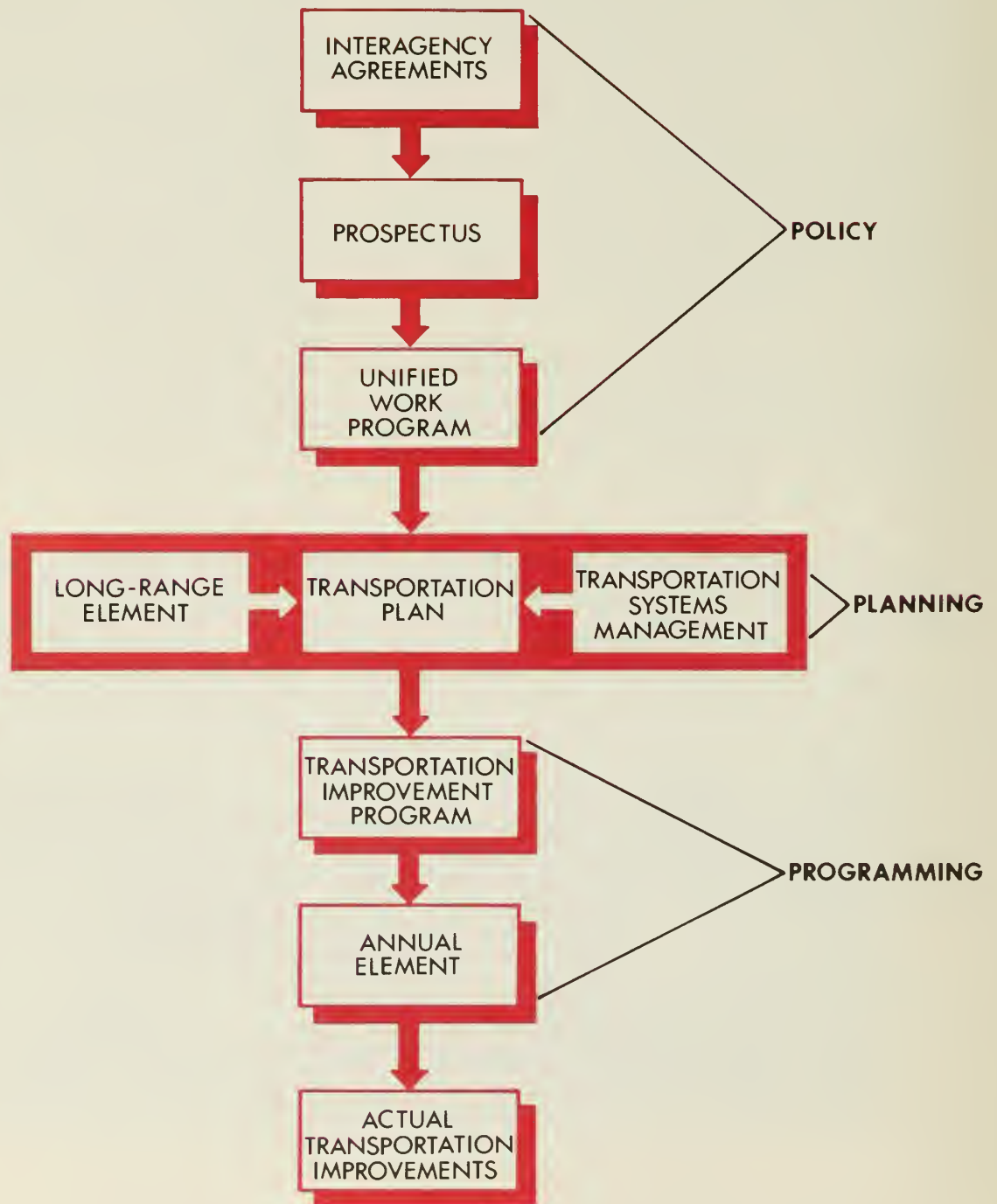
The primary function of the Commission is to prepare, help to implement, and maintain a comprehensive regional plan offering solutions to physical, social, environmental, and economic problems as a means to provide for orderly growth and development. All plans and recommendations are advisory in nature.

Transportation has played an important role in the region's settlement and will continue to play a key role in its future development. But, while growth of transportation in the past came about in an uncontrolled and uncoordinated

manner, future growth of transportation in the region will be subject to prior planning. As illustrated on the accompanying flow chart, the transportation planning process encompasses three phases prior to implementation of transportation improvements. The initial phase establishes policy guidelines and agreements. The second phase involves the analysis of transportation characteristics, future goals and compatibility to other regional consideration and/or policies. Phase three takes the plans from phase two, prioritizes the elements and establishes funding. That is the mission of the Lower Pioneer Valley Regional Planning Commission in carrying out its transportation planning activities. Future development of the region and its transportation facilities, if properly planned and coordinated, will be more efficient, more economical, and more beneficial to the region's inhabitants.



THE TRANSPORTATION PLANNING PROCESS



MANAGEMENT and SUPPORT

Transportation planning in the LPV Region is organized under the "3C" concept (Continuing, Cooperative, and Comprehensive) prescribed by federal regulations. A Metropolitan Planning Organization (MPO), designated by the Governor, has overall responsibility for carrying out the 3C transportation process in the region. It is composed of representatives from the Executive Office of Transportation and Construction (EOTC), the Massachusetts Department of Public Works (MDPW), the Lower Pioneer Valley Regional Planning Commission (LPVRPC), and the Pioneer Valley Transit Authority (PVTA).

The "Transportation Policy Advisory Group" established to advise the MPO in this region is called the Joint Transportation Committee (JTC). This body also functions as a forum for participation of citizens, local elected officials, and others in the transportation planning process. The JTC is an inclusive body which is designed to represent the widest range of interests related to transportation issues in the region.

In dealing with its responsibilities, the JTC has developed a structure of subcommittees and task forces which are responsible for specific transportation issues or planning tasks. While the subcommittees are composed of members of the JTC, task forces include non-JTC members whose interests or expertise can contribute to the successful discharge of the task force responsibilities. Task forces are formed for special tasks or studies as the need arises.

Current subcommittees of the JTC are

- Short-Range Priorities Subcommittee
- Unified Work Program Subcommittee
- Transit Planning Subcommittee
- Rail Planning Subcommittee

Current task forces of the JTC are

- Elderly and Handicapped Task Force
- Air Quality Task Force
- Special Section 504 Work Group

Most of the transportation planning work of the JTC is actually carried out by the staff of the LPVRPC. In some instances, where special

expertise is required, consultants are contracted to undertake specific tasks or studies. The LPVRPC staff also provides technical planning support to the PVTA which oversees public transit services throughout the transit district. All transportation planning activities are properly coordinated with other activities of the LPVRPC's comprehensive planning program such as housing, land use and environmental, among others.



The Joint Transportation Committee (JTC) meets regularly on the third Monday of each month at 1:30 p.m. If you are interested in regional highway development, mass transportation, rail service, or other regional transportation matters, you are invited to attend these JTC meetings and to take an active part in various task forces.

The LPVRPC staff is available for information and assistance by telephone; (413) 781-6045, or at the Municipal Office Building, 26 Central Street, West Springfield, Massachusetts 01089.

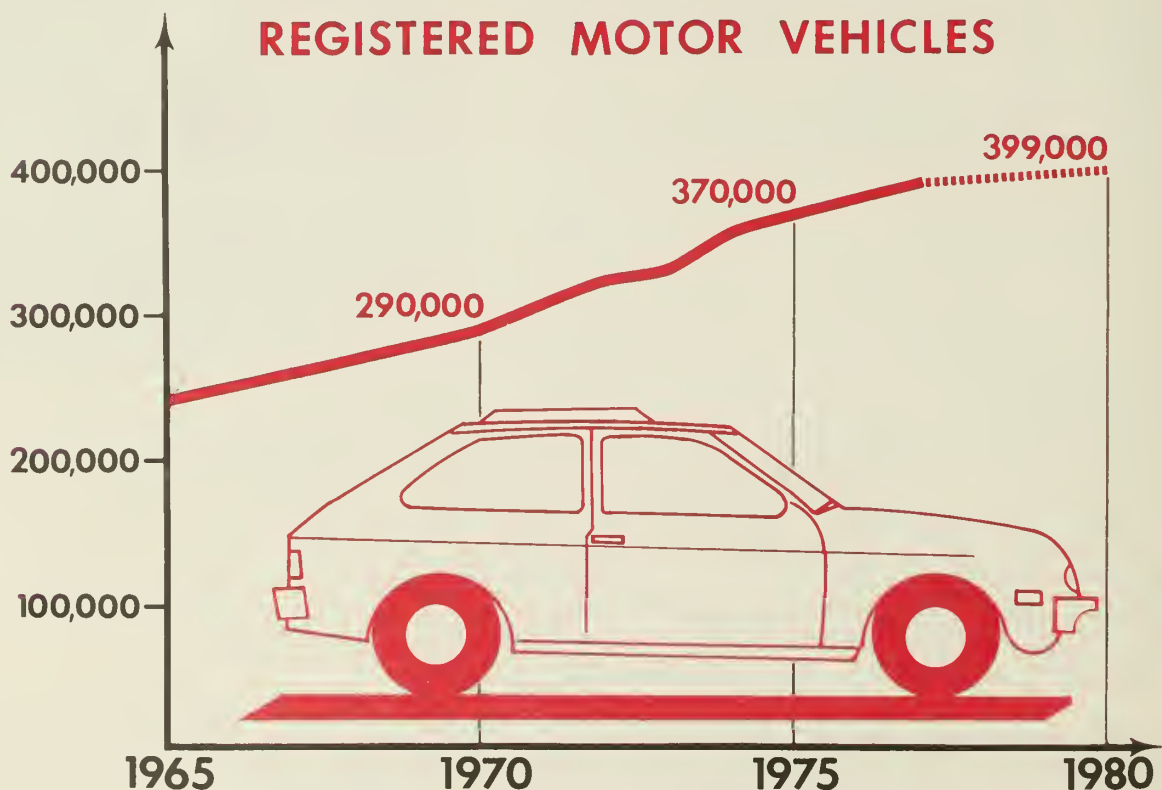
TRANSPORTATION SYSTEM

HIGHWAYS

Highways comprise the predominant transportation system in the region. In 1977 there were 4,260 miles of roadway in the region of which 284 were state highways; 3,235 were municipal accepted streets; 540 were unaccepted streets; and 201 other ways.

Two major routes of the Interstate system traverse the region, Routes I-91 and I-90. The latter is the Massachusetts Turnpike, running east-west for 46 miles through the region. Route I-91 runs north-south through the LPV Region with more than 31.17 miles located within the region proper. Route I-291 in Springfield, connects I-91 with the Massachusetts Turnpike in Chicopee with all 5 miles located within the region. A short spur of Route I-391 presently connects I-91 with Chicopee Center

and is now being extended to Holyoke as part of a major interstate construction project targeted for completion in the mid-1980's. Other regionally important highways include U.S. Routes 5, 20 and 202, and State Routes 9, 10, 32, 57 and 116. There are other State numbered routes located within the region which are important local and regional travel corridors. In spite of the recent "energy crisis", both the number of vehicles in the region and their use has increased over the last few years. The number of registered motor vehicles in the region increased at a faster rate between 1970 and 1975 than during the preceding five years. Traffic volumes also increased. According to MDPW statistics, Daily Vehicles Miles of Travel (DVMT) in the region in 1974 was 7,984,000, with approximately 2,914,160,000 Annual Vehicle Miles of Travel (AVMT) for that year. In 1977 these statistics had changed to an



Source: Mass. Dept. of Public Works. Projection by LPVRPC

increase of 9,425,300 Daily Vehicles of Travel and 3,440,230,000 Annual Vehicle Miles of Travel.

ANNUAL VEHICLE MILES OF TRAVEL (AVMT in 1,000,000's)

YEAR	AVMT
1974	2,914.16
1975	2,977.40
1976	3,096.80
1977	3,440.23
1978*	3,509.37
1979*	3,579.53
1980*	3,651.47

Sources: Department of Public Works,
Bureau of Transportation Planning and Development and
the Executive Office of Transportation and Construction.
* The projections were developed by the LPVRPC based
upon the best available data and trends.

The Transportation Improvement Program (TIP) for the Lower Pioneer Valley Region includes \$89,244,000 worth of projects for Fiscal Year 1979. This total is essentially divided among two major categories, namely: a highway component and a transit component. From the total, approximately \$78,088,000 is being programmed for highway improvement and development projects with more than \$70 million targeted for the new construction of Route I-391 which will inter-connect Chicopee and Holyoke. Under the heading of Bike Development, \$753,600 is being allocated for local bikeway facilities in the LPV; in the Vanpool Demonstration Assistance Program, \$50 million is allocated statewide. These monies are available for LPV application.

In the UMTA program category, \$10,473,500 is allocated for transit development, purchasing, and improvements in the LPV.

TRANSIT

The Pioneer Valley Transit Authority (PVTA) is the principal provider of transit services in the region. It was established in 1974 in accordance with Chapter 161B of the Massachusetts General Laws. The PVTA is eligible for federal and state assistance to cover as much as 75 percent of transit operating deficits and 80 percent of the cost on new capital equipment.

Current membership of the PVTA is 21 municipalities, only two of which (Leverett and Sunderland) are outside of the Lower Pioneer Valley Region. The population of the regional municipalities in the transit district is over 500,000, almost 88 percent of the region's total. This includes 98 percent of the region's Black population as well as 98 percent of the Spanish language minority.

The PVTA's enabling legislation permits it to own equipment and facilities but not to operate transit services. The PVTA, therefore, provides services through operating contracts with private bus companies in the region. Six bus companies now have contracts with the PVTA.



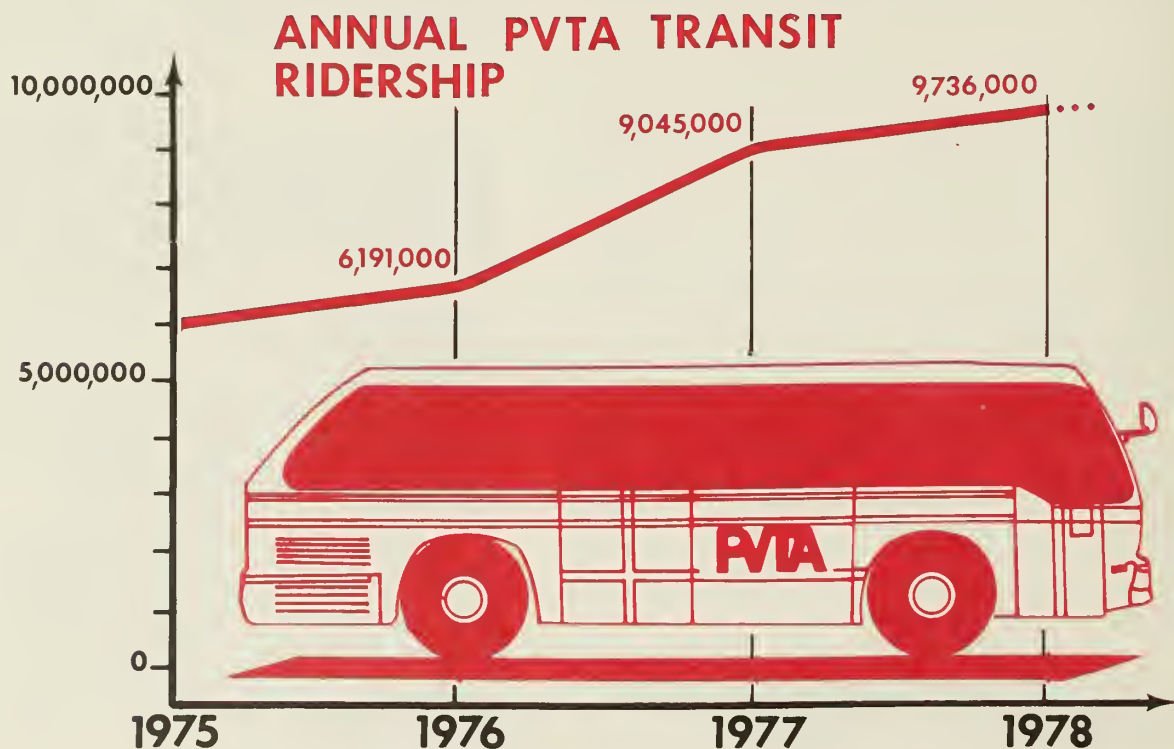
These carriers include the Springfield Street Railway Company, Holyoke Street Railway Company, Longueil Transportation Company, University of Massachusetts Transit Service, Western Massachusetts Bus Lines, and Peter Pan Bus Lines.

The combination of an increased transit ridership, coupled with the growing number of private bus carriers contracting with the PVTA, explains the sharp 1975-1977 increase in transit ridership depicted on the annual PVTA rider-ship graph included in this Report.

There is one other bus company, the non-profit Five College Transportation, Inc., operating in the region. Peter Pan Bus Lines, in addition to the services contracted with the PVTA, provides intercity bus service to Boston and other points outside the region as well as a shuttle service between Springfield and Bradley International Airport in Windsor Locks, Connecticut.

All the private bus carriers provide charter service and many have contracts for the provision of school transportation.

The Commission in recent years has made a strong commitment to transit planning. With the creation of the PVTA, the Commission's work activities in this area have grown to provide the PVTA and the region with data, technical support, and recommended short- and mid- and long-range transit plans and programs designed to meet the transit needs of the region and its inhabitants. As a result of the Commission's planning work a number of important achievements have been realized not the least of which was an \$11.6 million federal grant to the PVTA to allow replacement of the existing obsolete fleet with a total of 125 advance design buses delivered in late 1978. In addition, the grant provided funds for a variety of transit amenities and support equipment. Such as bus shelters, signs, and the construction of a new transit garage and main-



Source: PVTA carrier information.

tenance facility now under construction on the campus of the University of Massachusetts in Amherst.

The Commission has also invested considerable time and effort in analyzing and restructuring the routes of several of the region's major private carriers. As a result of these studies, the Commission has developed comprehensive proposals to restructure the routes of the Holyoke Street Railway Company, Springfield Street Railway Company, Western Mass Bus Lines, and Longueil Transportation Company. A majority of these proposals have been implemented over the course of the last year with favorable results. Additional assistance in the development of the PVTA route maps and schedules, and in conducting special surveys to obtain public input on existing or proposed transit services has been provided on a continuing basis.

PARATRANSIT

Paratransit services—those forms of passenger transportation which fall between the private automobile and the fixed route, regularly scheduled, public transit services (bus and train) and include such forms as taxi, carpool, and dial-a-ride—provide an important adjunct to the public transit services available in the region. Such services are particularly necessary for the elderly and handicapped. There are an estimated 83,685 residents of the region who are either elderly, handicapped, or both. The 20,518 handicapped elderly account for nearly half of the handicapped population. The region's 41,427 handicapped have special mobility problems which often cannot be addressed by conventional fixed route bus services.

The PVTA plays a significant role in supporting paratransit services in this region. It currently provides operating assistance funds for door-step elderly and handicapped transportation services in 16 of the 21 PVTA member muni-

cipalities. There are currently 33 paratransit vehicles in the PVTA district which receive financial support from the PVTA. There are 13 owned by the PVTA of which 10 are lift equipped. The 20 other vehicles are community owned or leased, but receive financial assistance from the PVTA. Of these 20 vehicles, 3 are lift-equipped and 17 are not.



There are 50 non-profit social service organizations providing special transportation services—usually to and from their centers during weekdays and almost exclusively for their own clients. Hampden County Association for the Retarded Inc., and United Cerebral Palsy, Inc. recently received UMTA 16(b) (2) grant awards administered by the Massachusetts Executive Office of Transportation and Construction. These capital grants will allow the purchase of 3 specially equipped vans for the elderly and handicapped. Since the inception of this program in 1975, the LPV Region has been the recipient of 8 grants, accounting for 12 vehicles whose general purpose it is to aid the elderly and handicapped. In this year's round of applications, 9 local agencies are awaiting responses to their grant requests.

Other important paratransit services are delivered by the 27 providers of Chapter 766 special transportation to educational opportunities for those handicapped individuals who cannot use the regular school buses. These services are currently being utilized in 39 of the 43 municipalities in the region. Other providers of paratransit services include 8 private companies with non-emergency ambulance services and 12 private taxi companies which operate in various sections of the region particularly the major urban centers.

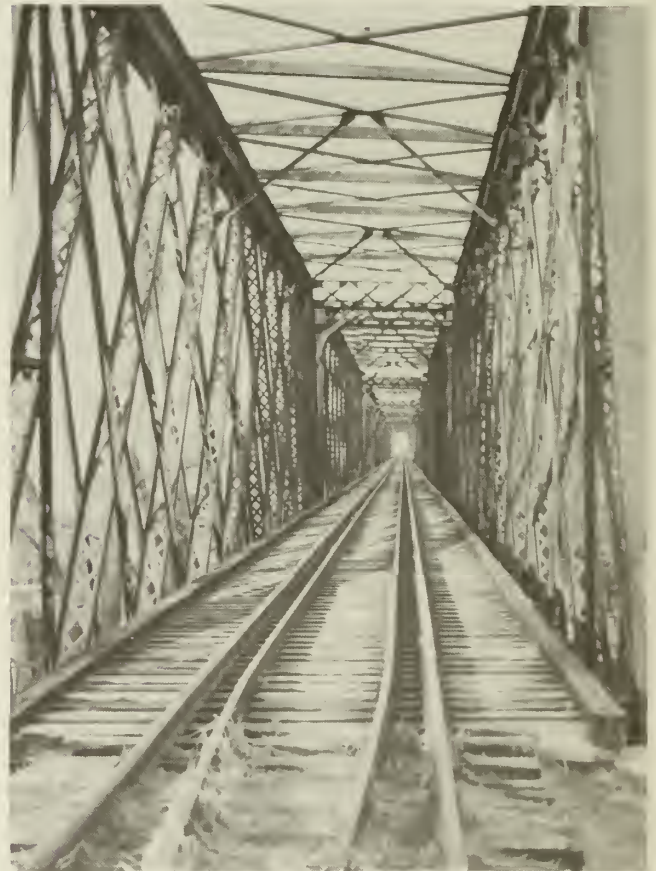
RAIL

With the aid of Federal and State assistance funds, improvements to both AMTRAK passenger and Conrail freight rail service has progressed over the past year. A significant increase in utilization of both rail passenger service and freight services is anticipated in future years as a result of planned improvements to rail facilities, equipment and services which affect the region and the North East sections of the nation.

Passenger services which are provided by AMTRAK include stops in both Springfield and Northampton. One can travel by AMTRAK from either location to destinations including Montreal, New York City, and Washington D.C. From Springfield, AMTRAK also offers one daily trip between Boston and Chicago. Connections can be made at these destinations to other cities served by the AMTRAK system.

Connecticut planners and policy makers are currently assessing their region's future needs vis-a-vis commuter rail as a part of their long range transportation plan for the year 2000. By the end of this year they will have studied all the feasible alternatives, and they will select the best ones in terms of their projected benefits to the region's future transportation system, with attention given to their related economic and environmental ramifications. The LPVRPC will coordinate all of western Massachusetts'

efforts to promote the Springfield-Hartford commuter rail option as a desirable element in the Connecticut plan.



Rail freight services in the LPV Region are provided by three carriers: Conrail, the Boston and Maine (B&M), and the Central Vermont (CV). These companies provide service on their own lines, and Conrail provides service to rail shippers located along the Ware Secondary Track in Ware and Palmer under forms of a subsidy agreement with the Commonwealth of Massachusetts. Another carrier, the Massachusetts Central Railroad (MCRR), has been formed and is striving to be the designated carrier for the Ware Secondary line when the state's contract with Conrail expires. This carrier also hopes to eventually purchase and operate the B&M line between Northampton,

Amherst, Belchertown, and Bondsville since the B&M has petitioned to abandon this line.

Efforts have been underway by the Commission in conjunction with EOTC to regain and maintain control of the Southwick Rail Secondary Branch Line and protect the track for potential future rail use.

One goal of the LPVRPC is to “develop” an effective rail system to meet inter- and intra-regional needs. There exist four possible future developments in improved rail service for the LPV Region. They are the coordination of commuter rail service between Springfield and Hartford, the focus of federal monies on improvements to the Inland Route, the upgrading of the level and quality of AMTRAK’s Montrealer service and the possible re-introduction of rail passenger service on a daily basis between Springfield and Boston.

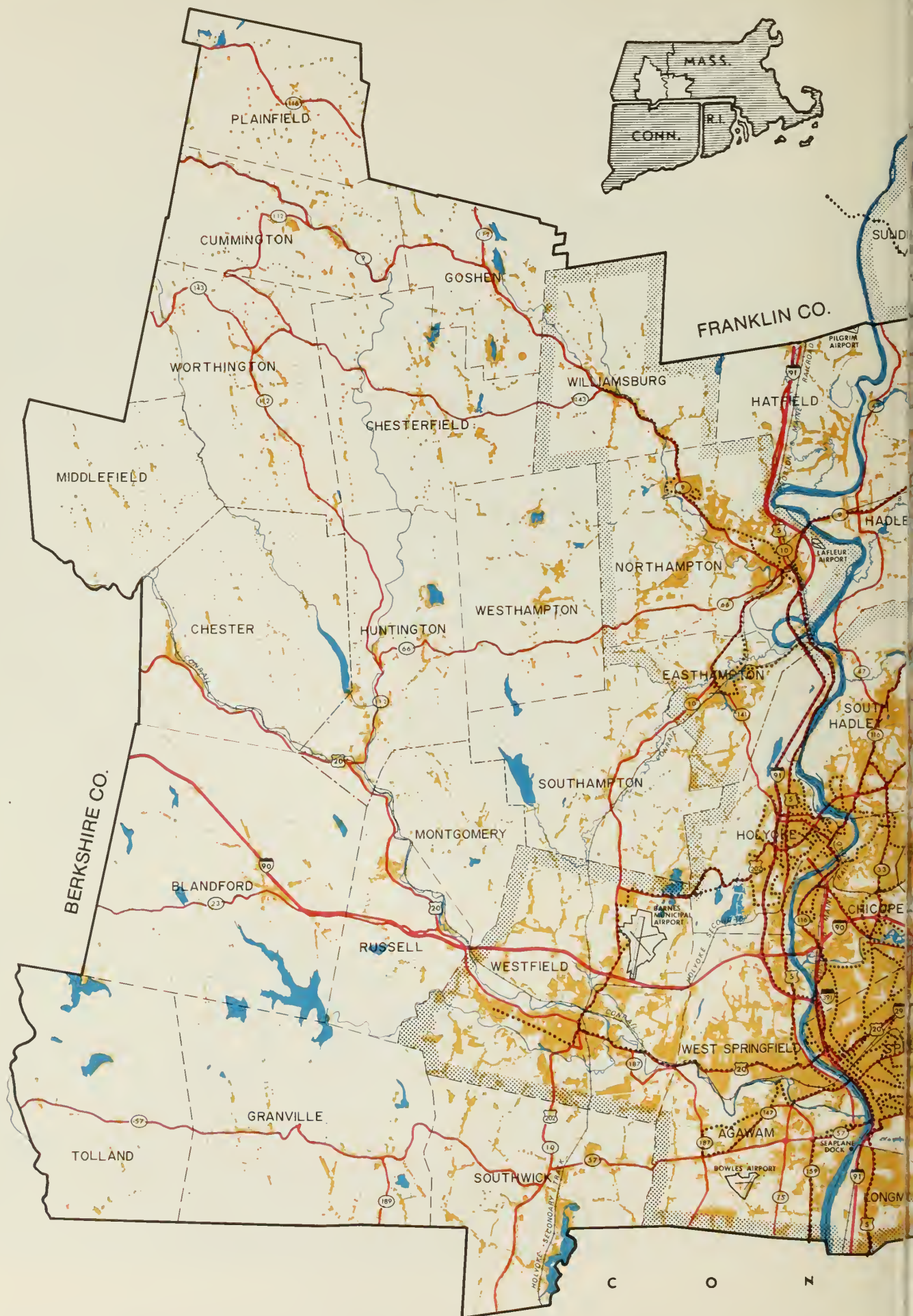
The Commission and JTC will also continue to support the efforts of the National Association of Rail Passengers as it lobbies for the Inland Route improvements in light of the congressional approval of rail cutbacks. The “Montrealer” route, which passes through Springfield and Northampton, has been preserved for another two years; however, the LPVRPC will continue to monitor these developments in the Congress.

AIR

There are six airports in the region and one seaplane dock in Agawam along the Connecticut River. The largest airport is the Westover Air Force Base in Chicopee, which is currently in the process of being converted to a joint military/civilian aviation facility. Barnes Municipal Airport in Westfield is the largest public airport in the region and the third busiest in the state. Other airports are Bowles in Agawam, LaFleur in Northampton, Metropolitan in Palmer and Pilgrim in Hatfield. Limited charter service to Cape Cod and the Islands is provided at Barnes Airport on a seasonal basis. Air East Inc., is offering commuter service from Barnes Airport to Hartford, New York City, and Albany. This service may be expanded to serve Burlington, VT. LaFleur Airport also offers extensive charter and leasing services to the public.

The major commercial air passenger service available to the region is provided at Bradley International Airport, twenty minutes south of Springfield off Route I-91 in Connecticut. The State of Connecticut plans a \$100 million construction program for the airport over the next five to eight years. This expansion will benefit the economies of both Northern Connecticut and Western Massachusetts.





Lower Pioneer Valley Region



BIKEWAYS

Following the completion of the **Preliminary Bikeway Plan** in 1975, the LPVRPC has worked to advance implementation of the Plan. The Chicopee-West Springfield Bridge Bikeway and the Amherst-Northampton segment of the Five College Bikeway are the two key components of the plan to which the Commission has devoted special attention.

The LPVRPC, in conjunction with the MDPW and local planners from Chicopee and West Springfield, has inspected and completed preliminary design work for the conversion of the Chicopee-West Springfield Bridge to an exclusive bicycle/pedestrian facility over the Connecticut River. The bridge was determined substandard by the MDPW in 1970 and was closed



to vehicular traffic. An allocation of FHWA Bikeway Demonstration funds and matching State funds totalling \$560,000 has been made to rehabilitate the bridge for continued use as a bikeway. The future status of the bridge conversion project is contingent upon receiving additional funds since an engineering study recently completed by a private consulting firm indicates that rehabilitation costs will be higher than originally anticipated. Successful implementation of the project would constitute a critical southern link and a safe crossing of the Connecticut River.

Another important link in the Regional Bikeway Plan is the Amherst-Northampton segment of the Five College Bikeway. Research on possible alignments for the bikeway within this eight mile corridor has been continuing by LPVRPC staff. The proposed bikeway would serve the bicyclists in the Five College area for Amherst-Northampton commutes as well as recreational trips. Other important segments of the Five College Bikeway include connectors between Amherst and South Hadley and Northampton and South Hadley.

Along with the two regional bikeway projects described above, there has been progress made in Agawam, Northampton, and Amherst to advance local bikeway projects located in these communities. The Agawam segment situated in the River Road area and the Northampton bikepath leading from the Northampton downtown business area westerly to Look Park, are both nearing completion of the design phase. The Agawam project has been put up for bid with construction to begin in the spring of 1980. The Town of Amherst has successfully implemented several local bikeway projects with several additional segments proposed for implementation over the next several years.

The Town of Wilbraham has recently begun preliminary research toward designing a scheme of bikeways throughout the town. The number of towns with growing interest in establishing bikeways is steadily increasing.

TRANSPORTATION ACTIVITIES

AIR QUALITY

Because the LPVRPC is the established lead agency for transportation planning in the region, the Commission is responsible for the identification and development of projects which will enable the region to meet the revised deadlines for attaining federal air quality standards for transportation-related pollutants. Consequently, in October 1978 the Commission entered into an agreement with the Massachusetts Department of Environmental Quality Engineering (DEQE) wherein the Commission assumed responsibility for the preparation of the region's first **Transportation Element of the State Implementation Plan (SIP)** on or before January 1, 1979. Simply defined, the SIP is a plan which each state is required to develop and which sets forth the actions necessary for the attainment and maintenance of the established air quality standards within specified deadlines.



The Commission's initial work program, funded by a \$15,000 grant from the U.S. Environmental Protection Agency, responded to the

provisions of the Act and accomplished several specific objectives, most importantly:

- Established an ongoing process for integrating air quality considerations in the transportation planning process;
- Completed a preliminary analysis of transportation control strategies designed to help reduce automobile exhaust emissions throughout the LPV Region;
- Provided mechanisms for an open and broad base participatory planning process designed to encourage the involvement of public officials and citizens;
- Finalized the region's transportation component of the Massachusetts SIP to meet the established deadline of January 1, 1979;
- Disseminated information to LPVRPC communities and citizens regarding the short and long term implications of the Clean Air Act and the steps being taken locally to comply with its provisions; and;
- Advanced implementation transportation projects which will have substantial air quality benefits.

As part of these efforts, the staff screened numerous transportation control measures and categorized each as either committed to implementation or to further study. The staff was assisted in its efforts by a new Ad Hoc Transportation-Air Quality Task Force established as part of the Joint Transportation Committee to serve as a regional forum for the discussion of policy and technical issues. The Task Force is also spearheading efforts to conduct a strong public participation program and serve as a mechanism to coordinate the activities of a variety of public and private agencies either directly or indirectly involved in transportation-air quality planning issues.

The LPVRPC will continue as the designated Transportation Air Quality planning agency for the future when refinement of the currently proposed control measures are to be made in furtherance of the region's meeting the air quality standards by the 1987 deadline.

TRANSPORTATION MODELING DEVELOPMENT

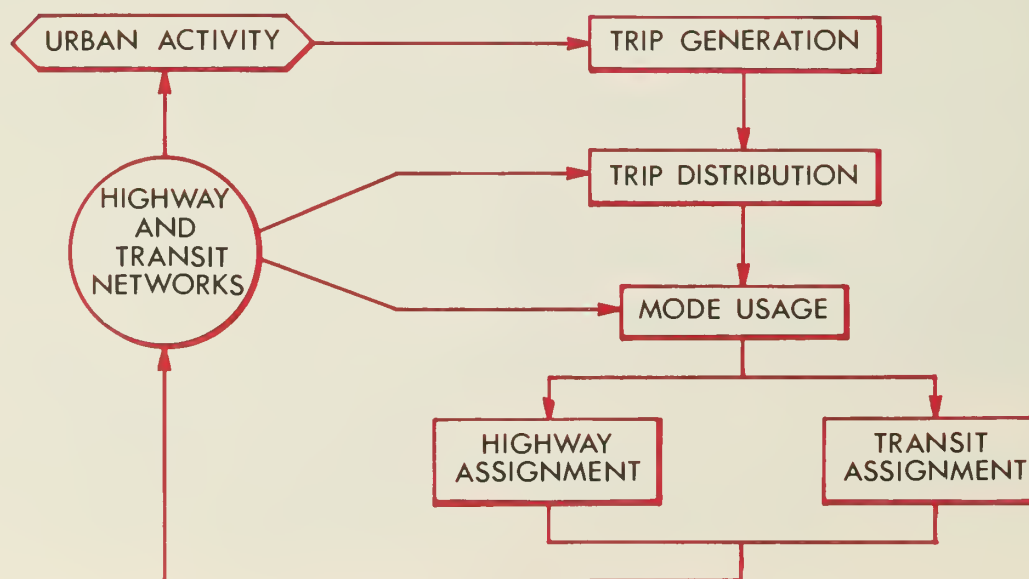
An integral part of the 3C Contract involves development of a transportation simulation model. The development of the model is envisioned to provide the transportation staff with an important planning tool that will assist in the evaluation of future transportation improvement alternatives. The four major components of the present model include Highway Network, Trip Generation, Trip Distribution, and Trip Assignment.

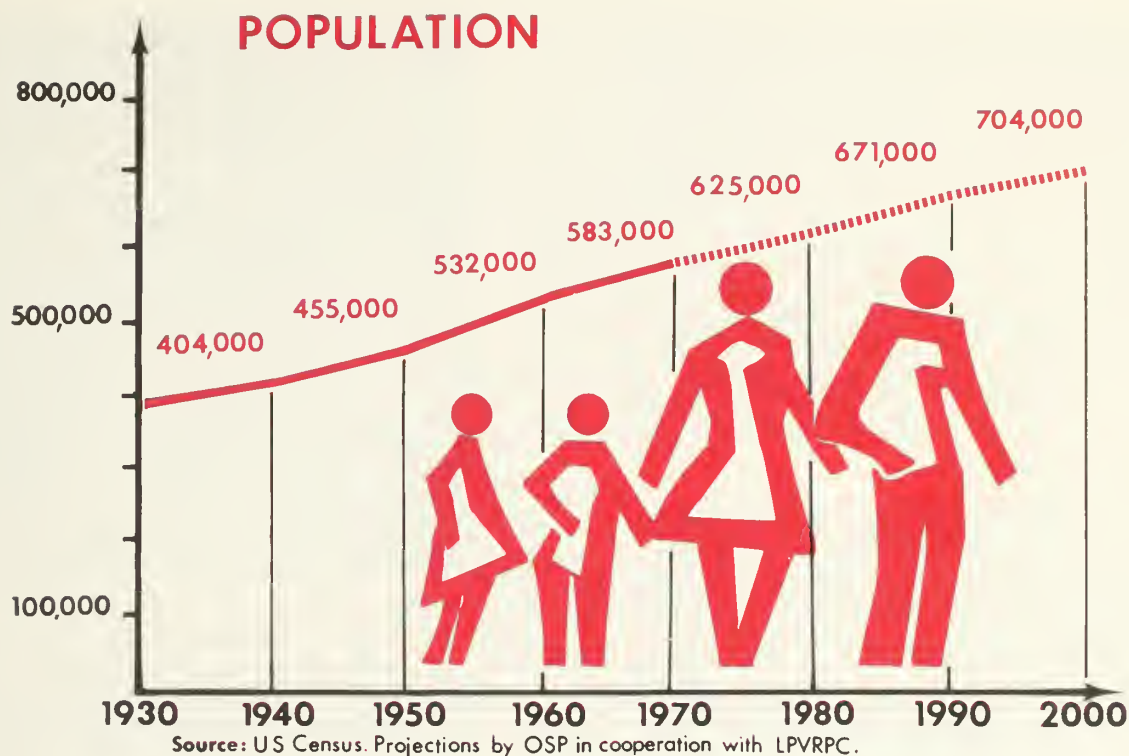
Highway Network— This component of the model simulates the existing highway network for the major facilities in the region. This network was developed for the base year of 1975—based on the Lower Pioneer Valley Region's portion of the MDPW's statewide network. Initially the LPV Region will only use a highway traffic model. Following review and calibration of the model, the expansion to include the transit system will be thoroughly investigated. As a part of this highway network, the LPVRPC has identified 372 Regional Traffic Zones (RTZ)

which together encompass the entire region. For each RTZ, the theoretical center of trip making activity commonly referred to as a centroid, have been identified and coded to be compatible with the MDPW statewide network.

Trip Generation— This component of the model basically defines the number of trips associated with an individual traffic zone or RTZ. The number of trips to and from each zone are estimated by applying a mathematical formula that relates trips to socioeconomic characteristics such as population, employment, income levels, etc. The formulas used in the present modeling effort were originally developed as part of the **Springfield Urbanized Area Comprehensive Transportation Study (SUACTS)** - Wilbur Smith and Associates, 1969. Population and employment are key trip predicting data elements because both significantly affect the peak trip making periods of the day, the home-to-work and work-to-home commuting periods. By knowing the daily trip-making production patterns of the region's population and the trip attraction characteristics of the employers in the area, traffic flow

TRAVEL DEMAND ESTIMATION MODEL





on the region's highway network can be simulated to allow for analysis of the transportation system's present and future adequacy.

Trip Distribution— This component of the model is the process that allocates trips between traffic zones. The process is a function of the production and attraction powers of the zones and the time and distance between them.

Trips Assignment— This component of the model is the procedure for assigning the trips to the network (auto and transit). The LPVRPC will be ready to institute this phase of the model in the first part of 1980.

The model calibration phase of the work program, that is the stage where the model is evaluated against existing transportation characteristics, will require revisions to each of the other major components. The staff is anticipating commencing work on this phase of the model during the spring of 1980.

MASSPOOL PROGRAM

Carpooling programs among the regional employers have dramatically increased since the LPVRPC-administered Masspool ride sharing project was initiated in February of 1978. Of the approximately 125 firms employing 250 or more persons in the Lower Pioneer Valley Region, Franklin County and Berkshire County all have now implemented ride-sharing programs for their employees. This compares with only two or three programs which were in place when the LPVRPC undertook this pilot effort from the Massachusetts Executive Office of Transportation and Construction (EOTC) in early 1978. Seventeen employers included in the above total are located in Berkshire County and were not required to sponsor ride-sharing programs until November, 1979.

In addition to establishing and promoting carpooling programs, the LPVRPC-Carpool/Vanpool Coordinator also promotes employer-employee interest and use of regional transit

services. To that end, a fair degree of success has been achieved over the past years by increasing transit services to employers in the Lower Pioneer Valley Region through close cooperation with the staff of the Pioneer Valley Transit Authority (PVTa). In neighboring Franklin County, the Greenfield-Montague Transit Area (GMTA) and the County-wide Project LINKS transit service have achieved notable success in increasing employer interest and use of transit services, working through the Masspool Coordinator. Additionally, the coordinator has worked closely with the Berkshire Regional Transit Authority in Berkshire County.

The establishment of a "third party" vanpool in Springfield in July of 1979 marked the culmination of a successful effort by the Commission's Masspool Coordinator, the Commission's transportation section, and the Massachusetts Mutual Life Insurance Company, to implement the first "third party" vanpool in Western Massachusetts. The van was made available through Masspool, Inc., the Commonwealth Vanpooling Program.



Anyone wishing ride-sharing information or assistance may reach the Commission's Carpool/Vanpool Coordinator, Monday through Friday during regular Commission hours—Telephone (413) 788-7102.



SECTION 504 - TRANSPORTATION ACCESSIBILITY FOR THE HANDICAPPED

The LPVRPC has recently begun an intensive planning project designed to dramatically improve the mobility of handicapped persons who live and work here in the Pioneer Valley. The Commission sponsored project will address a series of federal regulations issued in July 1979 by the U.S. Department of Transportation which require that urban transit systems, such as the PVTA, be made accessible to handicapped persons including the blind, hearing-impaired, and persons confined to wheelchairs. The federal Section 504 regulations require non-discrimination on the basis of handicap under any transportation program or activity receiving federal financial assistance. Essentially, the newly issued regulations mandate that all existing and future transportation facilities, equipment and programs be made accessible to and usable by the handicapped population no later than July 1989.

The Commission has initiated work on the development of a comprehensive **Transition Plan** to achieve full accessibility of the PVTA's transit facilities and services as soon as feasible. The Transition Plan can be best seen as a multiyear program covering the time period between now and 1989, which will demonstrate how our region will achieve the goal of making the regional transit system readily accessible to persons with various types of mobility impairments. The required Transition Plan must be prepared and submitted to the U.S. Department of Transportation on or before July 1, 1980. Failure to submit the required Transition Plan can result in rather severe penalties for the region, most notably a withholding of all types of federal and transportation aid.

The Transition Plan is being developed by the LPVRPC in conjunction with the PVTA and a special advisory work group composed of handicapped persons, local bus company personnel, state and municipal officials and social service agency staff. The work group will play a key role in the preparation of the plan, insuring

a high level of citizen participation throughout the special project. The open and broadly participatory process will undoubtedly lead to a Plan which is both sensitive to the special transportation needs of handicapped individuals and likewise can be successfully implemented.

To date, the commission staff in conjunction with the PVTA and the special work group have successfully begun to draw up the goals and objectives of the Transition Plan. Preparation will continue to complete the project by the scheduled July 1980 deadline.



SPECIAL STUDIES

COORDINATED TRANSPORTATION PROJECT

In 1979, the Coordinated Transportation Project (CTP) expanded its efforts to develop a statewide response to the problems of special transportation services for clients of human service agencies and elderly and handicapped members of the general population. The CTP originally began in 1978 as a federally funded project focusing on the improvement of special transportation services being provided in Western Massachusetts, designated as the initial project demonstration area. Staff of the Executive Office of Transportation and Construction (EOTC), co-administrator of the CTP along with the Executive Office of Human Services (EOHS), conducted an extensive survey in the four counties that comprise EOHS Region I—Hampden, Hampshire, Franklin, and Berkshire. Operational and administrative data was collected and analyzed for all special transportation services that were either being directly provided by human service agencies, contracted for with other agencies or providers, or funded through travel reimbursement procedures.



A preliminary design of a regional plan for coordination of these transportation services was completed by the consultant for the CTP in May 1979. This draft plan clearly demonstrated the complexity of the problems inherent both in 1) the general provision of these special transportation services, and 2) the plans to decrease the fragmentation and duplication of service. Questions raised by this draft plan regarding implementation alternatives are being given further consideration.

The Rural Transportation Development Initiative, the latest in a series of White House Rural Initiatives announcements, was issued on June 19, 1979, and provided a means to continue the special transportation efforts in Massachusetts. In response to this announcement, a proposal was submitted by CTP staff, and was accepted as the first such proposal in the country by the Federal Regional Council of New England (the arm of The White House assisting with implementation of the Rural Initiatives.)

The Massachusetts Rural Transportation Development Initiative links the state's organizational and planning efforts (the CTP) to a new interagency effort at the Federal level through the various regional offices in Region I. By coordinating these resources, specific problem areas identified by special transportation providers can be focused on, and appropriate actions identified to minimize these barriers to efficient provision of special transportation.

This Federal-State Task Force was convened in late 1979 with the assistance of the Federal Regional Council of New England, and is now another important component in the efforts in Western Massachusetts to improve the special transportation services so vital to the region's special needs population.

Additional information on the Coordinated Transportation Project may be obtained by contacting Connie Garber, Regional Project Manager, at the Lower Pioneer Valley Regional Planning Commission.

HAMPSHIRE MALL

During 1978/1979, the LPVRPC transportation staff, at the request of the JTC conducted a detailed traffic impact for the Hampshire Mall shopping complex located on Route 9 in Hadley. The study was initiated just prior to the start of construction during the spring of 1978 and continued through 1979.

The traffic study was aimed at determining the best possible means for minimizing the potential traffic impacts associated with the mall opening. Of primary importance in this analysis was the petition to the Massachusetts Department of Public Works by the developers for a curb cut along Route 9. The analysis prepared by a private consultant for the developers' petition was used as background information for the study conducted by the LPVRPC.



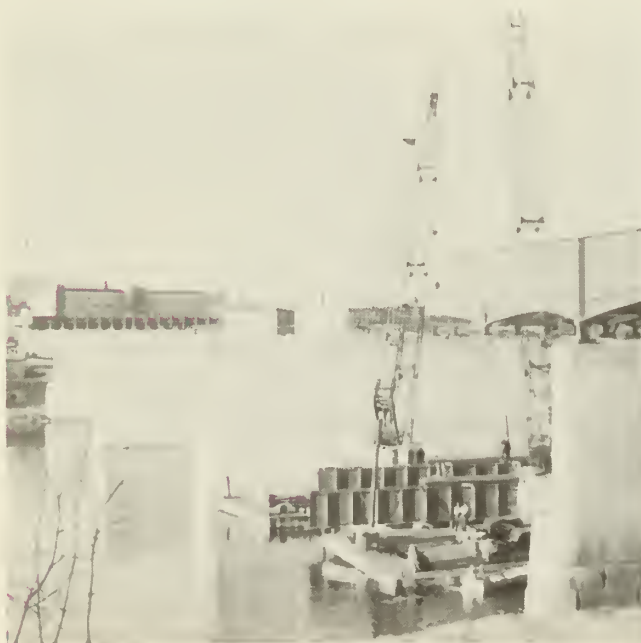
The scope of the traffic impact study included field investigations, traffic volume counts, and turning movement counts. Using the data collected, an analysis was made of existing traffic conditions and mass transit characteristics. Based on the size of the development and regional demographic data, future mall related traffic was estimated, and assigned to the various entry points to the mall. The future traffic estimates were analyzed assuming both a curb cut on Route 9 and no curb cut on Route 9.

It is estimated that the mall has generated approximately 7400 additional trips per day. The intersection of Route 9/Maple Street is the predominant entrance to the mall and is congested during the P.M. peak hours (4-6 p.m.) Because a curb cut was made along Route 9, east of this intersection, the traffic condition has been marginally improved. A median break and a left turning storage lane are recommended by the Commission to be installed at the Route 9 access drive. In addition, expanded mass transportation is recommended to provide viable long term improvements to traffic conditions and reduced congestion in the Route 9 corridor between Amherst and Northampton.

PERSPECTIVES

During the coming year the transportation planning activities of the LPVRPC will include completion and publication of a number of technical and policy studies and documents. These include the UMTA funded Fare-Zone Analysis, The Section 504 Transition Plan, Hispanic Marketing Program, the Regional Inventory and Analysis of Parking, the Computerized Transit Planning Feasibility Study, and the Special Paratransit Needs Study. It is also hoped that several Corridor Planning Studies can be completed including the proposed Route I-391/33 Connector in Chicopee and a segment of Route 116 in Amherst near the Granby town line. The following transportation planning documents will require updating and will subsequently be republished within the year:

- **Transportation Improvement Program/Annual Element for Fiscal Year 1980**
- **Long Range Element of the Transportation Plan**
- **Transportation Systems Management Element**



Important transportation projects whose planning or development are in progress include the rehabilitation of the Chicopee/West Springfield Bridge for bikeway and pedestrian use, design plans for the Route I-391 downtown connector in Holyoke, replacement of the Route 116 County Bridge in Holyoke and South Hadley, and improvements to Routes 10, 20, 47, and 66, among others.

Approval of a second UMTA capital grant should clear the way for additional transit equipment and facilities to realize expanded and improved levels of PVTA transit service, along with construction of a new PVTA transit maintenance and storage facility to be located on the Amherst Campus of the University of Massachusetts. More PVTA vans for elderly and handicapped doorstep services are programmed for the upcoming year. The LPVRPC will also continue to provide local technical assistance to member municipalities and will provide ongoing technical planning support to the PVTA.

It is expected that a substantial amount of progress should be made in the preparation of the base for computer modeling for transportation needs analysis. The trip generation model should be completed and socio-economic variables forecasted for future years 1975, 1985, 1995 and 2005.



This report was prepared under Contract No. 20081 with the Bureau of Transportation Planning & Development of the Massachusetts Department of Public Works and with the cooperation of the Federal Highway Administration, and with assistance from the Urban Mass Transportation Administration under Contract No. MA-09-0045. The opinions, findings, and conclusions expressed in the publication are those of the authors and not necessarily those of the Massachusetts Department of Public Works, the Federal Highway Administration, or the Urban Mass Transportation Administration.



annual review report

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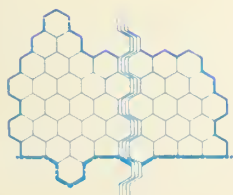
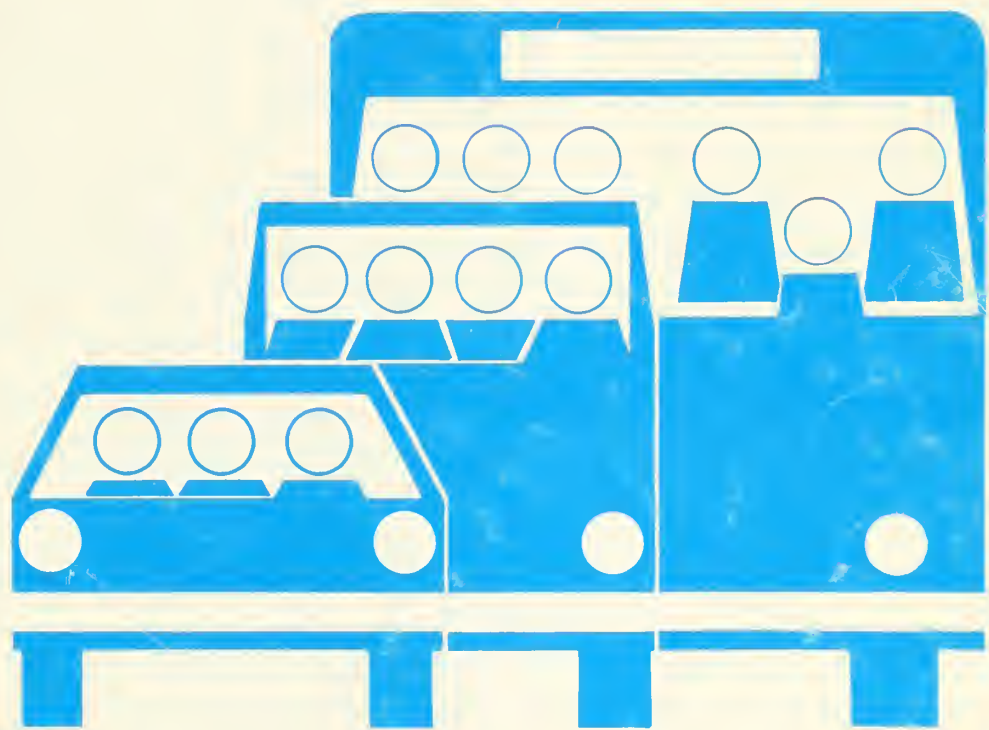
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LOWER PIONEER VALLEY REGIONAL PLANNING COMMISSION

TRANSPORTATION ANNUAL REVIEW REPORT

1977

prepared by the
Lower Pioneer Valley Regional Planning Commission
West Springfield, Massachusetts

This report was prepared under Contract No. 18628 with the Bureau of Transportation Planning & Development of the Massachusetts Department of Public Works and with the cooperation of the Federal Highway Administration, and with assistance from the Urban Mass Transportation Administration under Contract No. MA-09-0032. The opinions, findings, and conclusions expressed in the publication are those of the authors and not necessarily those of the Massachusetts Department of Public Works, the Federal Highway Administration, or the Urban Mass Transportation Administration.

REGIONAL PLANNING

The Lower Pioneer Valley Regional Planning Commission (LPVRPC) was formed in 1962 under Chapter 40B of the General Laws of Massachusetts. The regional planning district includes a total of five cities and 38 towns and an area of 1,178 square miles.

The primary function of the Commission is to prepare, help to implement, and maintain a comprehensive regional plan offering solutions to physical, social, environmental, and economic problems as a means to provide for orderly growth and development. All plans and recommendations are advisory in nature.

The Commission also serves as the official metropolitan clearinghouse for the review of a number of federal grant program applications for assistance within the planning district.

As a result of a variety of federal laws, a new nationwide transportation planning process has been implemented. In each planning district in Massachusetts a Transportation Policy Advisory Group has been created to oversee transportation matters of regional significance. In the Lower Pioneer Valley Region this group is called the Joint Transportation Committee (JTC). The JTC, supported by the LPVRPC staff, works closely with federal, state, regional, and local agencies to properly address transportation plans, programs, and projects.

The Joint Transportation Committee (JTC) meets regularly on the third Monday of each month at 1:30 p.m. If you are interested in regional highway development, mass transportation, rail service, or other regional transportation matters, you are invited to attend these JTC meetings and to take an active part in various task forces.

The LPVRPC staff is available for information and assistance by telephone; Area Code (413) 781-6045, or at our location on the fourth floor of the Municipal Office Building, 26 Central Street, West Springfield, Massachusetts 01089.



REGIONAL SCENE

The Lower Pioneer Valley Region is comprised of the two counties, Hampden and Hampshire. The Connecticut River runs in a north-south direction through the center of the region, and alongside it is the Interstate 91 highway. Running east-west and more or less centrally through the region is Interstate 90, the Massachusetts Turnpike. These two highways echo the historic pattern of travel in the region — north-south within the Connecticut River Valley and east-west between Albany and Boston. At the crossroads of these routes is Springfield and its neighboring towns and cities which form the region's urban core.

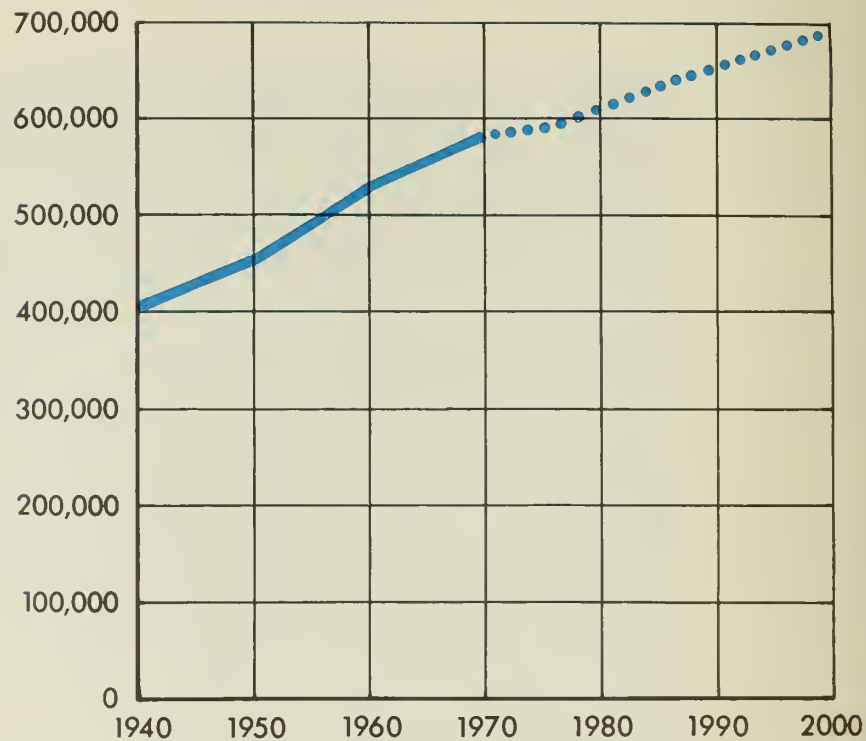
Transportation has played an important role in the region's settlement and will continue to play a role in its future development. But, while growth of transportation in the past came about in an uncontrolled and uncoordinated manner, future growth of transportation in the region will be subject to prior planning. That is the mission of the Lower Pioneer Valley Regional Planning Commission in carrying out its transportation planning activities. Future development of the region and its transportation facilities, if properly planned and coordinated, will be more efficient, more economical, and more beneficial to the region's inhabitants.

POPULATION

The population of the region increased by 50,000 between 1940 and 1950, or by 12 percent. Between 1950 and 1960 the increase was 77,000, or 16 percent. However, between 1960 and 1970 the increase was again down to 50,000, or only 9 percent. Population estimates for 1975 indicate an increase of only 13,000 persons, or 2.3 percent, over the 1970 population. This rate should increase towards 1980 so that the increase for the 1970-80 decade should be about 29,000, or 5 percent. Population growth in the region is projected to further increase in rate till 1985, when it will again begin to level off.

Revised estimates by the LPVRPC of municipal population in 1975 are presented below:

NUMBER OF PERSONS



Sources: U.S. Census.

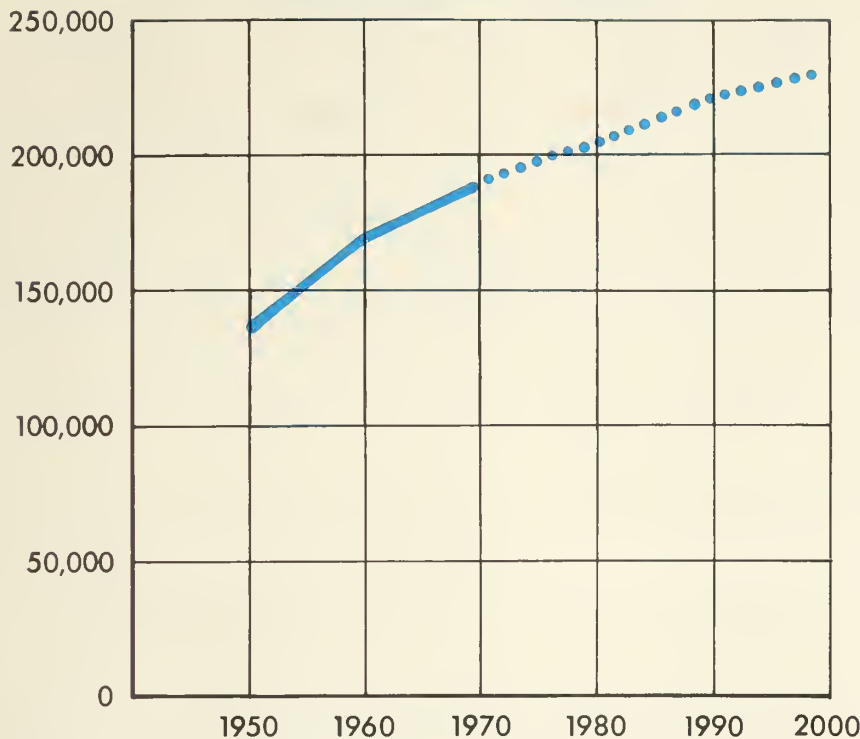
Projections by OSP in cooperation with LPVRPC.

Agawam	24,070
Amherst	32,700
Belchertown	6,630
Blandford	950
Brimfield	2,170
Chester	1,110
Chesterfield	880
Chicopee	61,920
Cummington	650
East Longmeadow	13,610
Easthampton	15,280
Goshen	620
Granby	5,730
Granville	1,180
Hadley	3,920
Hampden	4,730
Hatfield	3,090
Holland	1,350
Holyoke	46,580
Huntington	1,720
Longmeadow	16,420
Ludlow	18,310

Middlefield	310
Monson	7,350
Montgomery	590
Northampton	29,710
Palmer	12,370
Pelham	1,020
Plainfield	370
Russell	1,580
South Hadley	17,200
Southampton	3,910
Southwick	7,130
Springfield	161,500
Tolland	210
Wales	1,030
Ware	8,510
West Springfield	28,620
Westfield	34,850
Westhampton	940
Wilbraham	12,960
Williamsburg	2,280
Worthington	810

HOUSING

HOUSING UNITS

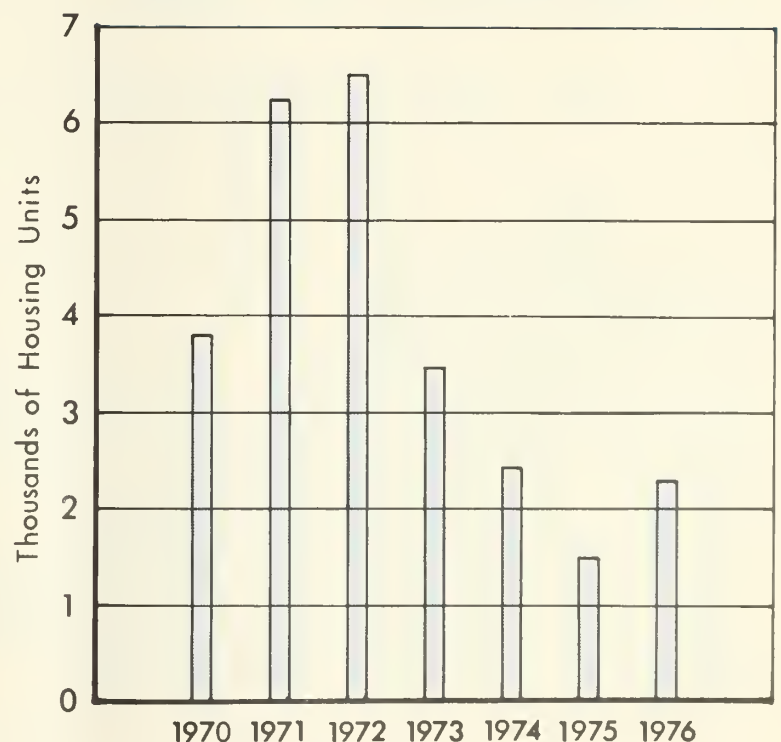


Source: U.S. Census.

There were almost 200,000 housing units in the Lower Pioneer Valley Region in 1975. The number of housing units in the region has increased over the last 25 years at a greater rate than the population, largely because of the continuing increase in the number of families and their smaller average size.

The physical quality of housing in the region has also improved on the average, with only 3 percent of existing units in 1970 counted as structurally substandard. This proportion should be even smaller now as a result of recent new housing construction.

BUILDING PERMIT ACTIVITY



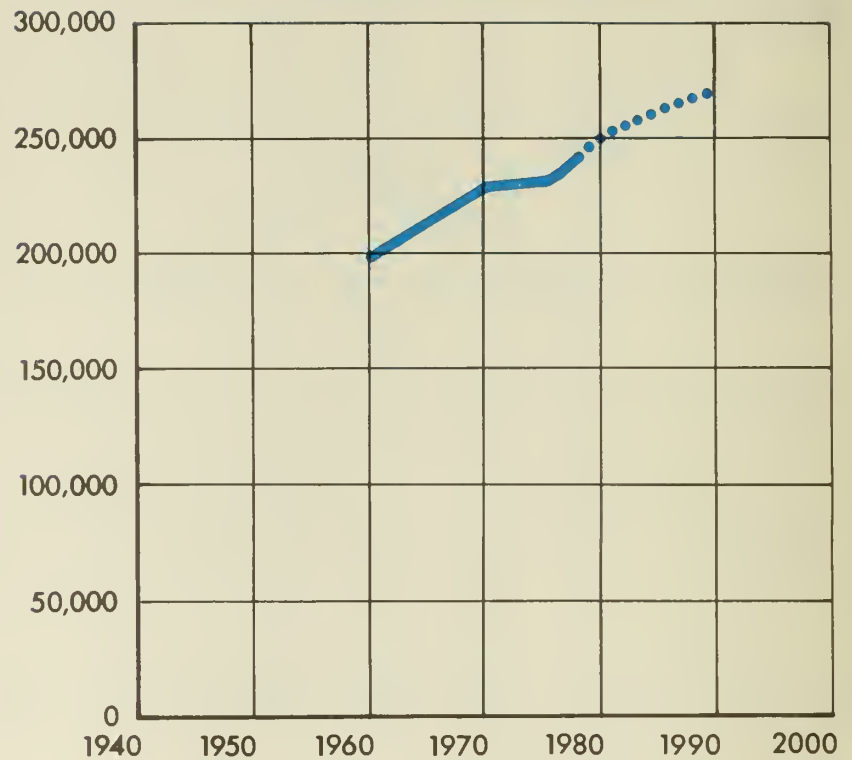
Source: Mass. Department of Community Affairs.

The number of building permits issued in the Lower Pioneer Valley Region in 1976 was 50 percent greater than that of 1975. While the level of activity fell far short of that of 1972, when construction activity was at its highest, it was almost equal to that of 1974 — indicating that 1975 was a low point in home construction and that the trend is now upward. Current indications are that construction activity, especially of single family homes, will continue to increase in 1977.

EMPLOYMENT

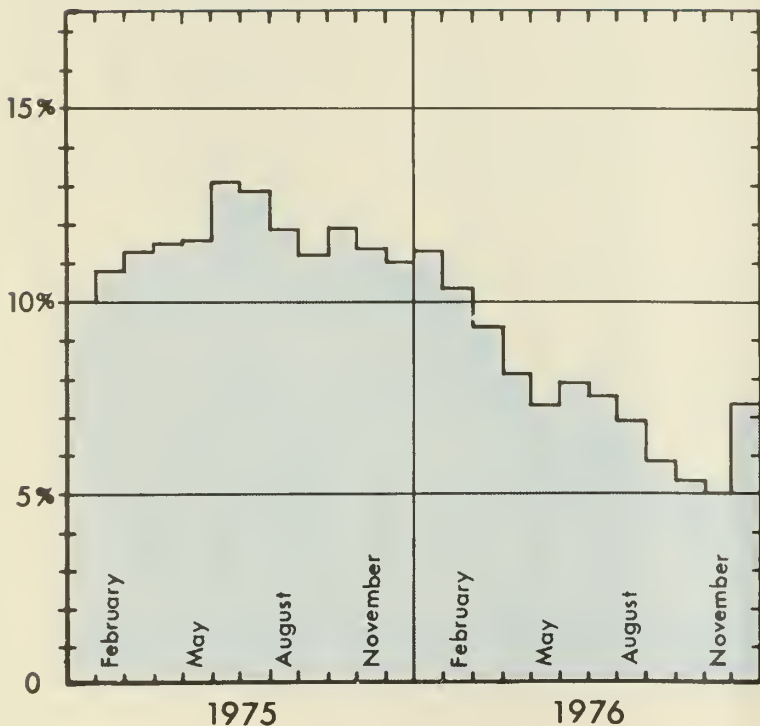
Employment in the region, which decreased between 1974 and 1975, again began to increase and is approaching a normal level relative to the size of the region's population. The Springfield employment area suffered more from the 1975 economic recession than the State or the U.S. as a whole. The area's recovery from the recession, however, was better than that of Massachusetts and New England as a whole, and almost as good as that of the U.S. Future employment is projected to increase as the population of the region increases.

EMPLOYED PERSONS



Sources: U.S. Census, 1960 & 1970.
Federal Reserve Bank of Boston.
OSP, "Employment Projections," 1977.

UNEMPLOYMENT RATE

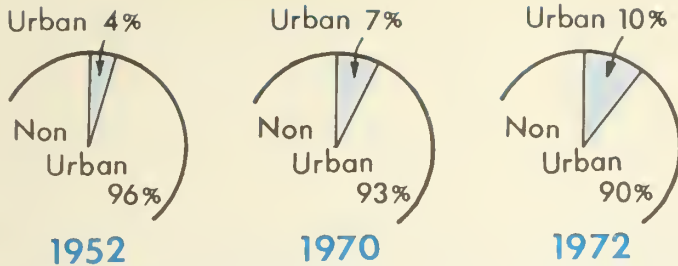


The rate of unemployment in the region was 5 percent in 1960, and 4.1 percent in 1970. The economic recession of 1975 raised the rate to as high as 13 percent in the Springfield area in June of that year. The rate began to decline since then, reaching 5 percent in November of 1976. National policies, coupled with the economic recovery now taking place, fairly well indicate that the 5 percent unemployment level can be reached and maintained in the region in the near future.

Source: Federal Reserve Bank of Boston.

LAND USE

URBANIZATION



Sources: Remote Sensing 20 Years of Change in Hampden County, ... Hampshire County, Wm. MacConnell 1975.

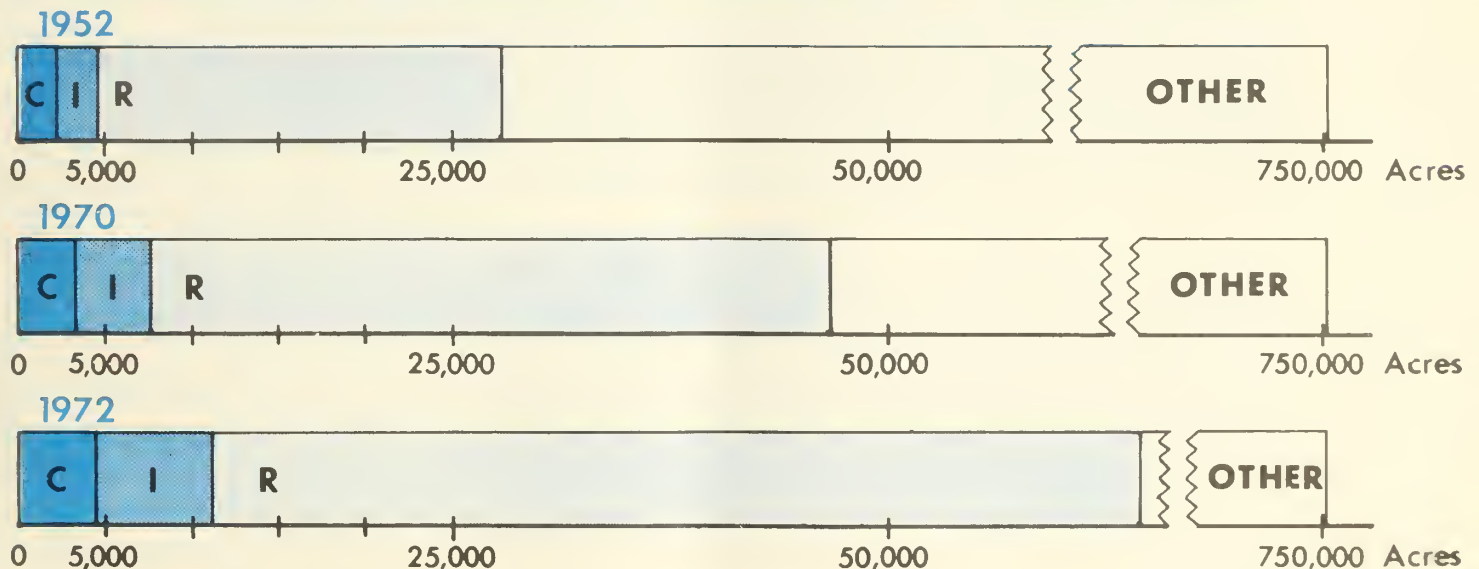
Land Use & Development, 1970, LPVRPC.

Urban land use in the region (land used for commercial, industrial, or residential purposes) more than doubled between 1952 and 1972 — increasing from 32,246 acres to 77,624 acres. Though most of the region is still free of man's structures, those portions that are suitable for building upon are rapidly becoming occupied.

Urban expansion has recently subsided because of the economic situation, but it will begin to increase again as the economic recovery progresses.

Residential uses consumed the most acreage of the urban expansion between 1952 and 1972. Commercial and industrial uses expanded proportionally to the residential expansion. Many large industrial parks and shopping centers which were built in the 1970s and were left unfilled or were vacated will have to become better occupied before much expansion in commercial or industrial land can occur. This should hold back such expansion through the remainder of the present decade.

COMMERCIAL, INDUSTRIAL, RESIDENTIAL LAND USE



Sources: Remote Sensing 20 Years of Change in Hampden County, ... Hampshire County, Wm. MacConnell, 1975.
Land Use & Development, 1970, LPVRPC.

TRANSPORTATION

HIGHWAYS

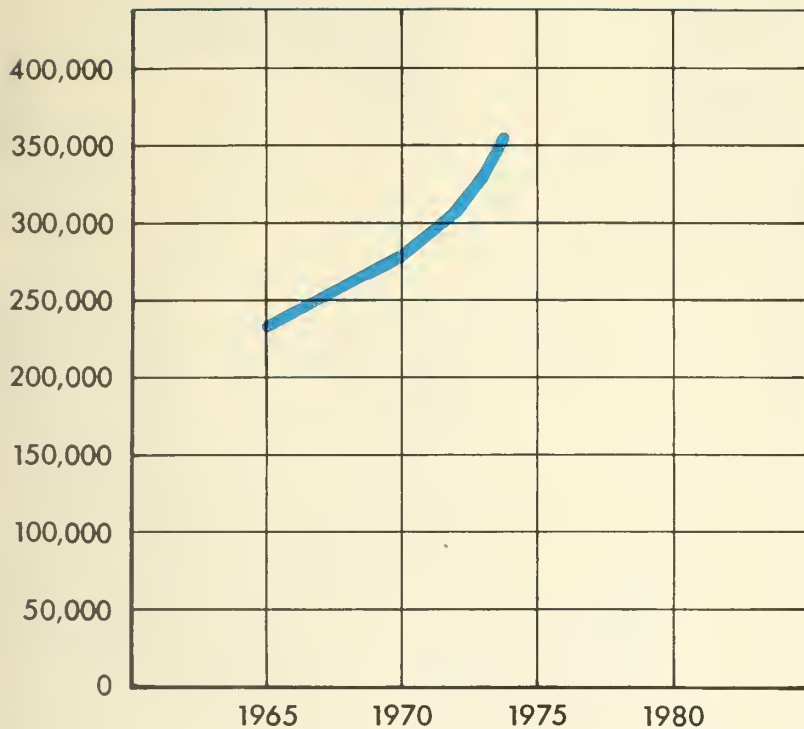
Highways comprise the predominant transportation system in the region. In 1976 there were 3,985 miles of roads: 287 were state highways; 3,168 were municipal accepted streets; 389 were unaccepted streets; and 141 were other institutional ways.

Two major routes of the Interstate system traverse the region — I-91 and I-90. The latter is the Massachusetts Turnpike, running east-west for 46 miles through the region. I-91 runs north-south, more than 40 miles of which is within the region. I-291, in Springfield, connects I-91 with the Turnpike. I-391 connects I-91 with Chicopee, and it is planned to extend this route to Holyoke. Other regionally important highways are U.S. 5, 20, and 202, and State Routes 9, 10, 32, 57 and 116, and there are other State numbered routes in the region which are important locally.

In spite of the recent "energy crisis", both the number of vehicles in the region and their use increased over the last few years. The number of registered motor vehicles in the region increased at a faster rate between 1970 and 1975 than during the preceding five years. Traffic volume also increased. According to MDPW statistics, Daily Vehicles Miles of Travel (DVMT) in the region in 1974 was 7,932,000, or an average for the entire region of 1721 vehicles for every mile, each day. But traffic was not equally distributed, the highest volumes being on the Interstate System and near the urban core of the region. The Interstate DVMT was 1,696,800, or an average of 18,964 vehicles for every mile of the system, each day. Non-Interstate DVMT was 6,235,200, or an average of 1,500 vehicles for every non-Interstate system mile, each day.

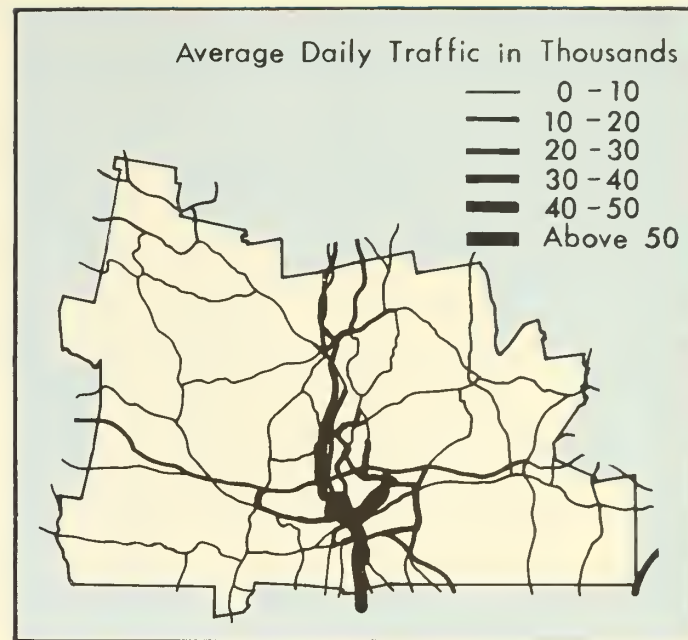
Expenditures for road improvements in the LPV Region were \$4 million in 1975, as compared to \$7 million in 1973. This trend should change soon with the proposed extension of I-391 into Holyoke and the construction of a new bridge for this route over the Connecticut River. Many minor improvements were made to existing roadways throughout the region. A number of intersection modifications under the TOPICS program were also made, especially in Springfield.

REGISTERED MOTOR VEHICLES



Source: Mass. Department of Public Works.

TRAFFIC VOLUMES

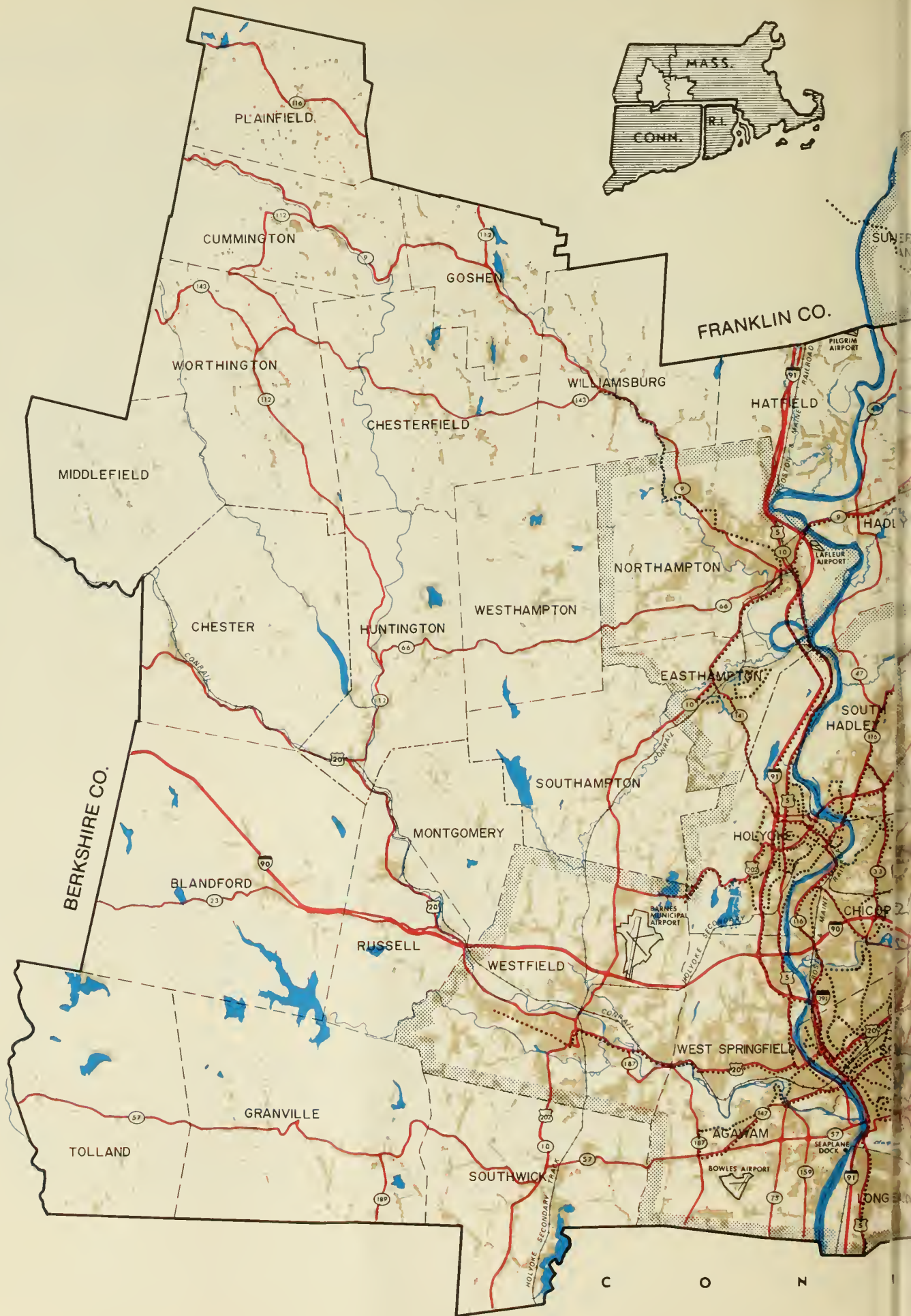


Source: Mass. Department of Public Works, 1975.

BIKEWAYS

Public interest in bicycle use has increased substantially in recent years, and with this has come an interest in special bikeways. Recognizing this interest, the LPVRPC prepared a **Preliminary Regional Bikeway Plan** which identified potential corridors. In early 1976 a state bond issue provided money for bikeways, and the LPVRPC submitted a proposal for funding of four bikeway projects under the program. Three of these were funded (in Agawam, Amherst, and Northampton).

In July of 1976 the LPVRPC prepared an application for an FHWA Bikeway Demonstration Program project grant for rehabilitation of the Chicopee-West Springfield Bridge for reuse as a bicycle/pedestrian facility. In October a grant of \$280,000 was approved, to be matched by an equal amount from the State. The bridge would have had to be demolished at a comparable cost. Design work on this project is continuing. Meanwhile, other municipalities in the region have shown an interest in bikeway development and are preparing bikeway plans.



Lower Pioneer Valley Region



TRANSIT

The Pioneer Valley Transit Authority (PVTA) is the principal provider of transit services in the region. It was established in 1974 in accordance with Chapter 161B of the Massachusetts General Laws. The PVTA is eligible for federal and state assistance to cover as much as 75 percent of any operating deficits and 80 percent of the cost of new capital equipment.

Current membership of the PVTA is 16 municipalities, only one of which (Leverett) is outside of the Lower Pioneer Valley Region. The population of the regional municipalities in the transit district is over 500,000, almost 88 percent of the region. This includes 98 percent of the region's Black population as well as 98 percent of the Spanish Language minority.

The PVTA's enabling legislation permits it to own equipment and facilities but not to operate transit services. The PVTA therefore provides services through operating contracts with private bus companies in the region. Five bus companies now have contracts with the PVTA. These are the Springfield Street Railway Company, Holyoke Street Railway Company, Longueil Transportation, University of Massachusetts Transit Services, and Peter Pan Bus Lines.

There are two other bus companies operating in the region. These are the Western Mass. Bus Lines and the non-profit Five College Transportation. Peter Pan Bus Lines, in addition to the services contracted with the PVTA, provides intercity bus service to outside the region and a shuttle service between Springfield and Bradley Airport. All the private bus companies also provide charter services.

Establishment of the PVTA has brought about a number of improvements in transit services in the region. An inter-carrier transfer program has been made a part of contracted services. Fares charged have been made more consistent with industry averages. Monthly commuter passes and a half-fare program for elderly and handicapped have been provided. A Ten Centre shuttle bus service connects the Springfield central business district with a peripheral parking area. New bus shelters and bus stop signs are being installed. A PVTA systemwide transit service map has been published, and various experimental routes, route extensions, and service improvements have been introduced to improve service levels.

A number of further improvements are being readied for the near future. A fleet of 125 new buses are to be delivered in 1978. Registering fare boxes which allow tallies of differing classes of ridership are to be installed, and radio equipment is also to be provided. The University of Massachusetts garage and maintenance facility is to be expanded. Improved connections between Longueil service to Enfield, Connecticut, and the Connecticut Transit express service from Enfield to Hartford is being pursued. Various proposals from transit management studies now being completed are also being advanced for implementation.

PARATRANSIT

Paratransit services — those forms of passenger transportation which fall between the private automobile and fixed route, regularly scheduled, mass transit services (bus and train) and include such forms as taxi, carpool, and dial-a-ride — provide an important adjunct to the public transit services available in the region. Such services for the elderly and handicapped are particularly necessary. There are 86,000 people in the region either elderly, handicapped, or both. Of these, more than half are handicapped. The non-handicapped elderly can travel by transit or private automobile. The 43,000 handicapped have transportation problems.

There are 26 non-profit social service organizations providing limited transportation services — usually to and from their centers during weekdays and almost exclusively for their own clients. Six of these recently received UMTA 16(b) (2) grant awards administered by the Massachusetts Executive Office of Transportation and Construction (EOTC) for seven vans especially equipped for the elderly and handicapped with which they will provide client-oriented services.

The PVTa also plays a significant role in supporting paratransit services in this region. It currently is providing operating funds assistance to 12 of the 16 transit district municipalities for elderly and handicapped services, and it has assisted with the purchase of five new vans for these doorstep services.

Other important paratransit services are provided by the 16 providers of Chapter 766 special transportation to educational opportunities for those handicapped who cannot use the regular school buses. These services are currently being utilized in 39 of the 43 municipalities in the region. Other providers of paratransit services include 8 private companies with non-emergency ambulance services. There are also 32 taxi companies operating in the region; at least one offers a discounted fare for elderly patrons.

Finally, ride-sharing offers an additional mode for collective transportation. The Massachusetts Carpool Program (Masspool) directs its promotional efforts for carpooling at establishments with over 250 employees. As of November, 1976, 22 such establishments in the LPV Region had indicated a willingness to participate in this program. New regulations from the Department of Environmental Quality Engineering related to air pollution control will require participation of many establishments in carpool programs. Private carpools and vanpools, the number of which is unknown, provide another important mode of mass passenger, but non-transit, transportation in the region.

*Under a special agreement, the LPVRPC will assume responsibility for Masspool ridesharing activities in Western Massachusetts beginning in 1978. A Carpool/Vanpool Coordinator will administer the Masspool Program for the four counties of Western Massachusetts. Employers, institutions or individuals wishing information concerning any phase of ridesharing should contact the Coordinator via the Commission's special telephone line (Telephone 413/788-7102).

RAIL

Rail passenger services in the region are provided by AMTRAK, with stations in Springfield and Northampton. One can travel by AMTRAK from either of these cities to Montreal (Canada) or to New York City and on to Washington, D.C. From Springfield AMTRAK also offers limited service to Boston or to Chicago. Connections can be made at these destinations to other cities served by AMTRAK.

Rail freight services in the region are currently provided by three carriers: ConRail, the Boston and Maine (B&M), and the Central Vermont (CV). These companies provide service on their own lines, and ConRail provides service on the Ware River Secondary Track (a line of the old Penn Central System proposed for abandonment) through a subsidy agreement with the Commonwealth. Another carrier, the Mass. Central Railroad (MCRR), has recently been formed and is striving to be the designated carrier for the Ware line when the state's contract with ConRail expires. This carrier also hopes to purchase the B&M line between Northampton and Amherst.

AIR

There are six airports in the region and one seaplane dock. By far the largest is Westover Air Force Base in Chicopee. This is being deactivated as a base, and the facilities are being converted to joint military/civilian use.

Barnes Municipal Airport in Westfield is the largest civilian airport in the region and the third busiest in the state. Other airports are Bowles in Agawam, LaFleur in Northampton, Metropolitan in Palmer, and Pilgrim in Hatfield. Limited passenger service to Cape Cod during season is provided at Barnes, and both Barnes and LaFleur house charter and leasing services. The seaplane dock is in Agawam, on the Connecticut River.

Major commercial air passenger services are provided at Bradley International Airport in Windsor Locks, Connecticut. Access by auto or bus from Springfield is easy by Interstate 91 and a special road to the airport. Route 75 also provides access from Agawam to the airport and to the many industrial establishments adjoining it. Most air freight of the region moves through Bradley. Current air freight traffic at Bradley is projected to increase by more than 50 percent by 1985 while passenger traffic, currently at 1,200,000 annually, is projected to increase to 4,000,000 by the year 1995. A new Master Plan for improvements at Bradley is now being completed by the Connecticut Authorities.

PLANNING ORGANIZATION

Transportation planning in the LPV Region is organized under the "3C" concept (Continuing, Cooperative, and Comprehensive) prescribed by federal regulations. A Metropolitan Planning Organization (MPO), designated by the Governor, has overall responsibility for carrying out the 3C transportation planning process in the region. It is composed of representatives from the Executive Office of Transportation and Construction (EOTC), the Massachusetts Department of Public Works (MDPW), the Lower Pioneer Valley Regional Planning Commission (LPVRPC), and the Pioneer Valley Transit Authority (PVTa).

The "Transportation Policy Advisory Group" established to advise the MPO in this region is called the Joint Transportation Committee (JTC). This body also functions as a forum for participation of citizens, local elected officials, and others in the transportation planning process. The JTC is an inclusive body which is designed to represent the widest range of interests related to transportation issues in the region.

In dealing with its responsibilities, the JTC has developed a structure of subcommittees and task forces which are responsible for specific transportation issues or planning tasks. While the subcommittees are composed of members of the JTC, task forces include non-JTC members whose interests or expertise can contribute to the successful discharge of the task force responsibilities. Task forces are formed for special tasks or studies as the need arises.

Current subcommittees of the JTC are —

- Short-Range Priorities Subcommittee
- Unified Work Program Subcommittee
- Transit Planning Subcommittee
- Rail Planning Subcommittee

In addition to the above, the JTC sends representatives to the LPVRPC's Planning Policy Advisory Committee, which is comprised of representatives from the various Citizen Advisory Committees of the LPVRPC.

Most of the transportation planning work of the JTC is actually carried out by the staff of the LPVRPC. In some instances, where special expertise is required, consultants are contracted to undertake specific tasks or studies. The LPVRPC staff also provides technical planning support to the PVTa and coordinates its transportation planning activities with other activities of the LPVRPC's comprehensive planning program.

PLANNING ACTIVITIES

Transportation planning work both needs and creates a number of publications and documents. The following have recently been completed and published:

Transportation Improvement Program and Annual Element for FY 1978.
Marketing Mass Transit.
Base Data Report.
Latent Demand for Transit in the Lower Pioneer Valley Region.
Surveillance for Transit in the Lower Pioneer Valley Region.
Fringe Parking for Transit in the Lower Pioneer Valley Region.
Priority Listing of Transportation Improvement Projects.
Long Range Element of the Transportation Plan, 1977.
Transportation Systems Management Element for the Lower Pioneer Valley Region, 1977.
Energy Conservation Program.

In draft form, being made ready for printing, are the following reports:

Transit Development Program for the Lower Pioneer Valley Region, 1977-1981.
Long Range Planning for Transit.

Studies and reports still being prepared include the following:

Transportation Improvement Program, and Annual Element for FY 1979.
Transit Operations/Management Effectiveness Study.
Special Paratransit Needs/Applications Study.

A substantial amount of staff time is used for the required review of applications for federal funding for transportation improvement projects in the region. Also required is review of Environmental Impact Statements (EIS) for the very large projects and review of environmental assessments where a full EIS is not required. Among the larger projects whose environmental documents were reviewed recently were Routes 10, 20, and 57, and I-391. Many projects must be reexamined at different stages of their progress toward implementation.

In addition, the transportation planning staff has been working on a number of continuing planning tasks and special planning projects. These include the following:

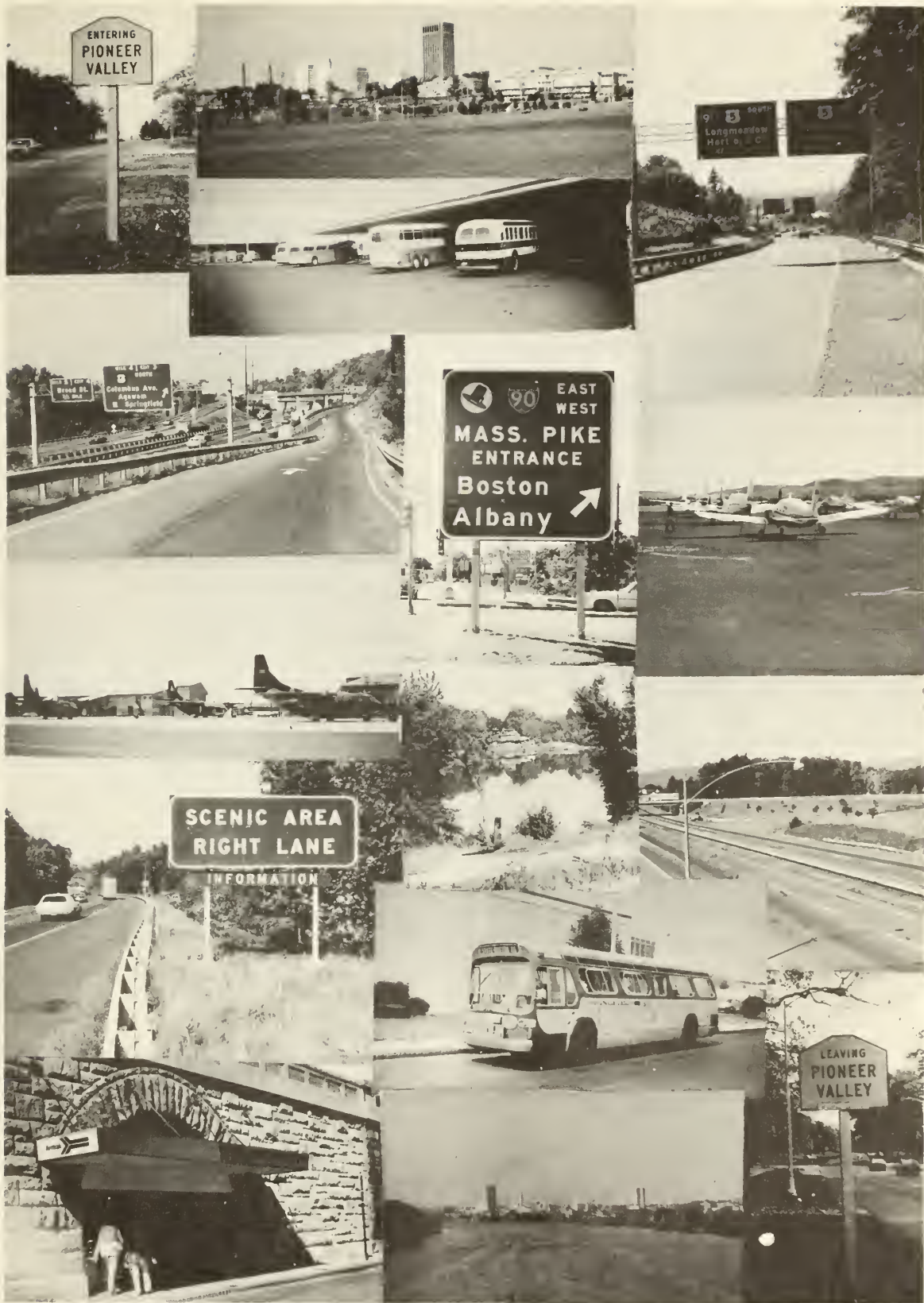
- Completing the compilation of municipal Transportation Access Indicators, begun to assist the formulation of Growth Potential Indicators by the Office of State Planning.
- Defining the mapping Basic Analysis Zones, Regional Traffic Zones, and State Traffic Zones for the computerized modeling of transportation needs analysis.
- Updating of the transportation project priorities listing, this time using computer techniques to economize the work effort required and to both improve the output and facilitate future year updating work.
- Corridor Planning Studies underway or requested, for Routes 32, 66, and 116.
- Participation in the Citizens Advisory Committee for the Bradley Airport Master Plan and Land Use Environs Study.
- Coordination with Connecticut officials on joint LPVRPC/PVTA proposals for improving transit services between the region and points in that state.
- Pursuit of full utilization of the FHWA grant for rehabilitation of the Chicopee-West Springfield Bridge for bikeway/pedestrian use and participation in design modifications of the project which are necessary for obviating cost overruns.

SERVICE ACTIVITIES

Regional transportation planning is not the sole activity of the planning staff. A considerable amount of time is devoted to providing technical assistance to the LPVRPC member municipalities and other services to various public agencies. Educational institutions and the public at large have been aided with assisted access to information on the transportation planning process and current staff activities.

Highlights of the many services and special assistance recently provided were —

- Assisted Williamsburg with a planning questionnaire survey on goals, needs, and attitudes in the community.
- Provided information and assistance to West Springfield in developing parking space design standards and related requirements.
- Reviewed conceptual plans for proposed traffic flow improvements in Chicopee Center and offered suggestions on possible revisions.
- In response to concerns of South Hadley officials and residents, identified a series of mechanisms to address potential traffic and environmental impacts of I-391 and a proposed connector route in Holyoke.
- For Westhampton, explored alternative sources of funding assistance to improve a substandard local bridge serving this and several nearby communities.
- At the request of local officials in Huntington, Westhampton, and Northampton, investigated design standard flexibility and alternatives for improvement of Route 66.
- Provided alternative funding information to Amherst officials for several local roadway improvements.
- Met with elected officials and interested parties in Belchertown and Granby to discuss potential cost, service, and other implications of membership in the PVTa.
- Undertaken a comprehensive review and analysis of transit services in Northampton and Chicopee to identify system deficiencies and recommend necessary improvements.
- For Northampton, undertaken an analysis of the feasibility of paratransit services which would supplement regular transit and which potentially could be implemented by the PVTa.
- Assisted the Springfield Goodwill Industries and the Community Care Center of Springfield in preparing an application for a federal capital grant for vehicles especially equipped to serve elderly and handicapped. A grant for 6 such vehicles was awarded.
- Provided information and research assistance to the Stravos Foundation in Amherst, concerned with the special needs of the handicapped.



PERSPECTIVES

During the coming year the transportation planning activities in the region will include completion and publication of a number of important studies and documents. These include the UMTA funded Transit Operations/Management Effectiveness Study and the Special Paratransit Needs/Applications Study. It is also hoped that several Corridor Planning Studies can be completed.

The following documents will be revised and republished, as is required on an annual basis.

**Transportation Improvement Program and Annual Element
Long Range Element of the Transportation Plan
Transportation Systems Management Element
Transportation Projects Priorities Listing**

Important transportation projects whose planning or development are in progress include the rehabilitation of the Chicopee/West Springfield Bridge for bikeway and pedestrian use, construction of I-391 and the downtown connector in Holyoke, and improvements to Routes 10, 20, and 57.

Completion of the current Transportation Systems Management Element clears the way for federal capital grants of almost \$10 million for new buses for the PVTa, slated to arrive in 1978, and other capital equipment, garage expansion, shelters, signs, etc. Additional vehicles for the elderly and handicapped are also programmed for the coming year. Recommendations for improvements to present transit services will be prepared, and the LPVRPC will continue to provide technical planning support to the PVTa.

It is expected that a good amount of progress should be made in preparation of the base for computer modeling for transportation needs analysis. The definition and mapping of the various analysis zones should be completed and construction of the computer model begun. Computerizing the transportation projects priorities listing will contribute to this ongoing task.

JOINT TRANSPORTATION COMMITTEE

James P. Cope, Chairman Amherst

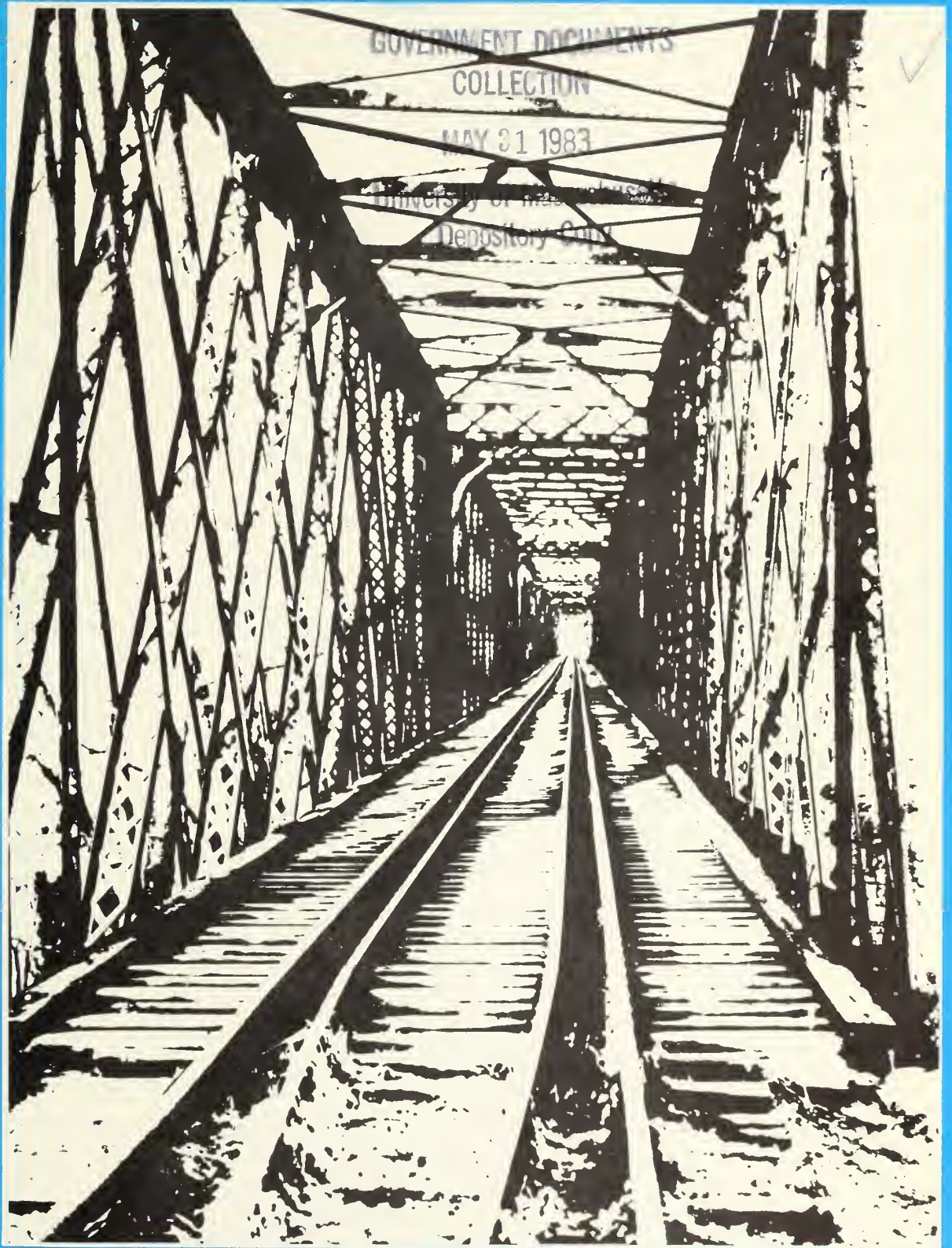
John Savioli Agawam
Lawrence B. Smith Belchertown
George J. Young Chester
William W. Curtis Chesterfield
Marc Webb Chicopee
Alfred A. Melien, Jr. East Longmeadow
Julian Fil Hadley
Michael Laverdiere Holyoke
Joseph Cote Longmeadow
Thomas Huse Ludlow
York L. Phillips Northampton
Stewart S. Swain Palmer
Laura Stickel South Hadley
Nuchi Prifti Southwick
Robert B. Oakes Springfield
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Transportation Annual Review Report-1980



Lower Pioneer Valley Regional Planning Commission

Representatives and Staff

JOINT TRANSPORTATION COMMITTEE

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John Savioli	Agawam
Gregory Dillard	Belchertown
George J. Young	Chester
William W. Curtis	Chesterfield
Marc Webb	Chicopee
Alfred A. Melian, Jr.	East Longmeadow
Julian Fil	Hadley
Michael Laverdiere	Holyoke
Joseph Cote	Longmeadow
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Peter Klejna	Northampton
Steward S. Swain	Palmer
Laura Stickel	South Hadley
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John F. Conn	Ware
Thomas Haberlin	Westfield
William Dempsey	West Springfield
Jeffrey Spear	Wilbraham
Richard Mullane	Worthington
Martin Durant	Bureau of Transportation Planning & Development
Francis J. Hoey	Mass. Department of Public Works, District 2
William P. Goss	Five Colleges, Inc.
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Ed Silva	Federal Highway Administration
Stephen Joyce	Pioneer Valley Air Pollution Control District
Max Vigil	Urban Mass Transportation Administration
Wayne Fisher	Barnes Municipal Airport

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Dianne Smith	Assistant Planner
Shaun Hayes	Cartographer/Planner
Shirley Munro	Secretary
Diane Sliwa	Secretary

Regional Planning

The Lower Pioneer Valley Regional Planning Commission (LPVRPC) was formed in 1962 pursuant to Chapter 40B of the General Laws of Massachusetts. The regional planning district includes a total of five cities and 38 towns and an area of 1,178 square miles.

The primary function of the Commission is to prepare, help to implement, and maintain a comprehensive regional plan offering solutions to physical, social, environmental and economic problems as a means to providing orderly growth and development. All plans and recommendations are advisory in nature.

Transportation has played an important role in the region's settlement, and will continue to play a key role in its future development. But, while the growth of transportation facilities came about in an uncontrolled and uncoordinated manner, the future growth of transportation in the region will be subject to prior planning. The transportation planning process encompasses three phases prior to the implementation of transportation improvements. The initial phase establishes policy guidelines and agreements. The second phase involves the analysis of transportation characteristics, future goals and their compatibility to other regional considerations and policies. Phase three takes the plans from phase two, prioritizes the elements and identifies funding sources. Utilizing this process, future development of the region and its transportation facilities should be more efficient, economical, and beneficial to the region's inhabitants.

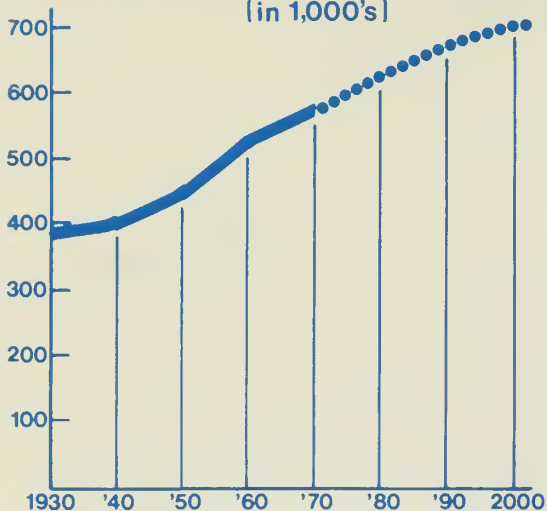
The transportation of people and goods throughout the region should continue in a safe, dependable, and environmentally sound manner.

DOCUMENTS
COLLECTION
JUL 11 1978
University of Massachusetts
Depository Copy



Regional Profile

POPULATION OF THE LPV REGION
(in 1,000's)



Source: U.S. Census, Projections by OSP and LPVRPC

The Lower Pioneer Valley Region includes the 43 cities and towns of Hampshire and Hampden counties. As the region's name suggests, the predominant physical characteristic in the region is a broad river valley bisected north and south by the meandering Connecticut River which flows southerly toward Long Island Sound.

In a similar fashion, Interstate 91, the major highway connector between Vermont and Connecticut, winds its way north-to-south along the Pioneer Valley. In the center of the region, running laterally east to west from Boston to Albany, New York, is Interstate 90, the Massachusetts Turnpike. At the crossroads of these two routes is the region's urban core: Springfield, Chicopee and Holyoke. In the urban core rests the heart of the region's economic vitality which has been sustained by a unique mixture of industries and services. As a matter of fact, the region's older cities have been experiencing an economic revival. Downtown revitalization plans involving short- and long-range transportation improvements are currently underway in Springfield, Chicopee, Holyoke, Northampton, Westfield, and West Springfield. One project of major regional impact calls for \$4.0 million transit/pedestrian mall for Main Street in Springfield. This plan envisions minor street closings, rerouting the traffic flow and a revised CBD I-91 ramp access system in the vicinity of the Memorial Bridge. Other cities propose bikeway projects, street widening and sidewalk improvements, TOPICS-type signalization, parking, and channelization solutions aimed at improving traffic flow.

In addition, there are complementary, special assistance housing programs, such as the Urban Homestead and Community Development Block Grant, which are assisting in the movement of lower income residents into suburbs and declining urban areas; thereby bringing them closer to job opportunities.



3C Planning Process

Transportation planning in the Lower Pioneer Valley Region is organized under the "3C" concept (Continuing, Cooperative, and Comprehensive) as established by the Federal Highway Act of 1962 (as amended). The transportation planning process must consider all modes of transportation, support regional growth and development plans and, in the process of planning, consider the effects of transportation plans and programs on land use, economic, and environmental concerns. It is an ongoing process, reviewed and revised as necessary to respond to changing regional needs and goals.

A Metropolitan Planning Organization (MPO) designated by the Governor has overall responsibility for carrying out the 3C transportation planning process. The MPO is composed of the Secretary of the Executive Office of Transportation and Construction (EOTC), the Commissioner of the Massachusetts Department of Public Works (MDPW), the Chairman of the LPVRPC and the Chairman of the Pioneer Valley Transit Authority (PVTa). This committee of four signatories has entered into a Memorandum of Understanding (MOU) in order to carry out the 3C transportation planning process as mandated in the LPV Region.

The Transportation Policy Advisory Group established to advise the MPO in this region is called the Joint Transportation Committee (JTC). This body functions as a forum for the participation of interested citizens, local elected officials, and others in the transportation planning process. The JTC is an inclusive body designed to represent the widest range of interests related to transportation issues in the region.

In dealing with its responsibilities, the JTC has developed a structure of subcommittees and task forces which are responsible for specific transportation issues and planning tasks. While the subcommittees are composed of members of the JTC, the task forces include non-JTC members whose interests or expertise can contribute to the successful discharge of the task force responsibilities. Subcommittees are standing committees which convene as projects necessitate. Task forces are formed for special tasks or studies as the need arises.

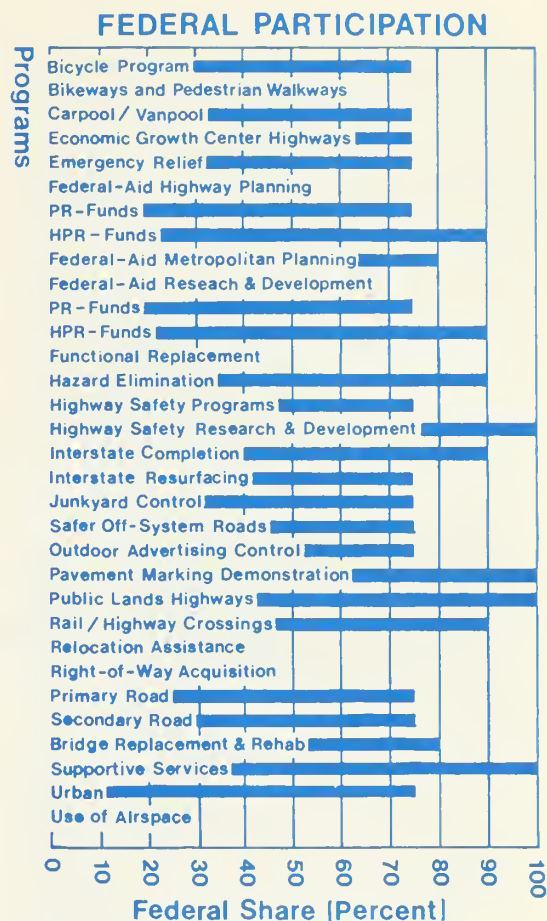
Current Subcommittees of the JTC:

- Short-range Priorities Subcommittee
- Unified Work Program Subcommittee
- Rail Planning Subcommittee

Current Task Forces of the JTC:

- Elderly and Handicapped Task Force
- Transportation-Air Quality Task Force
- Special Section 504 Work Group

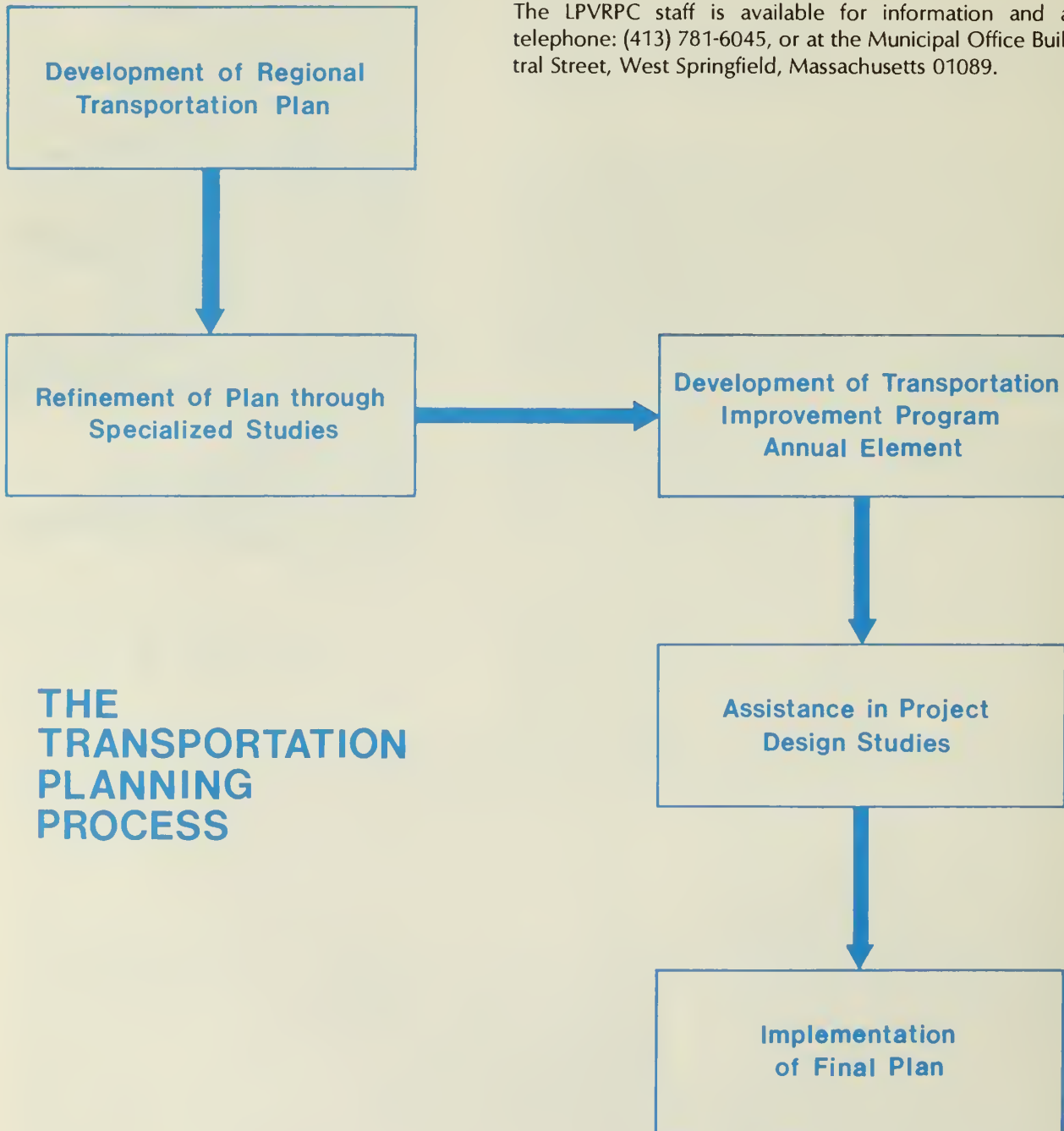
Most of the transportation planning work of the JTC is actually carried out by the staff of the LPVRPC. In some instances, where special expertise is required, consultants are contracted to undertake specific tasks or studies. The LPVRPC staff also provides technical planning support to the PVTa which oversees public transit services throughout the transit district. All transportation planning activities are properly coordinated with other activities of the LPVRPC's comprehensive planning program such as housing, land use, and environmental concerns.



Source: YOUR GUIDE TO PROGRAMS OF THE FEDERAL HIGHWAY ADMINISTRATION, Region 1 (circa 1978).

The JTC meets regularly on the third Monday of each month at 1:30 PM. If you are interested in regional highway development, mass transportation, rail service or other regional transportation issues, you are invited to attend these JTC meetings and take an active part in the planning process.

The LPVRPC staff is available for information and assistance by telephone: (413) 781-6045, or at the Municipal Office Building, 26 Central Street, West Springfield, Massachusetts 01089.



THE TRANSPORTATION PLANNING PROCESS

Transportation Plan

A comprehensive Transportation Plan for the Lower Pioneer Valley Region was published in mid-1980. The Transportation Plan incorporates in a single document all the approved short- and long-range transportation plans, programs, and projects for the next several years. The two major components of the Plan are the Long Range Element and the Transportation Systems Management Element.

The **Transportation Systems Management Element (TSME)** consists of a set of short-range, low-cost programs aimed at obtaining the maximum efficiency from the existing transportation resources in the region. The TSME programs include such activities as low-cost techniques for improving traffic flow through intersections; the promotion of highway safety through a variety of traffic management, roadway signing, and parking-related programs; the improvement of transit service in the region; and enhancing bicycle safety.

The **Long Range Element (LRE)** of the Transportation Plan identifies the recommended program of major, long-term, capital intensive projects, including such diverse actions as the Holyoke Downtown Connector (I-391), a transit/pedestrian mall for downtown Springfield, and the replacement of two bridges in Chester. The program of projects in the current Long Range Element is a combination of some projects from the region's initial LRE which had not yet been implemented, as well as certain new projects approved by the Joint Transportation Committee for inclusion in the Plan.

The Transportation Systems Management Element sets forth a 2-3 year program of low-cost transportation planning activities intended to obtain a maximum degree of efficiency from the existing transportation facilities in the region. The Long Range Element identifies major new transportation facilities, or major changes to existing facilities to be considered for implementation over the next 5-10 year period. The TSME and LRE have been combined in order to form a unified, comprehensive **Transportation Plan for the LPV Region**. The Plan will be periodically updated in the coming years.



T. I. P.



The **Transportation Improvement Program (TIP)** is a multiyear capital improvements program outlining highway and transit projects programmed for implementation in a given region over a one to three year time period. These projects programmed for implementation are derived from strategies outlined in the region's Annual Transportation Plan.

The TIP includes an **Annual Element (AE)** which identifies those projects programmed for implementation in the first programmed Federal Fiscal Year (i.e. October 1 to September 30). In addition, the TIP presents projects expected to advance to implementation in the two succeeding fiscal year cycles. The preparation of a TIP is an annual federal requirement mandated under the provisions of the 3C planning process.

The Transportation Improvement Program (TIP) for the Lower Pioneer Valley Region includes \$133,140,500 worth of projects for Fiscal Years 1980-1982. For Fiscal Year 1980, the TIP includes \$67,746,000 worth of projects for the LPV Region. This total is essentially divided among two major categories, namely: a highway component and a transit component. From the total, approximately \$49,292,100 is being programmed for highway improvement and development projects. In the UMTA program category, \$18,453,900 is allocated for transit development, purchasing, and improvements in the Lower Pioneer Valley Region.

PROJECTS TO BE ADVERTISED - 1981

LOCATION		COST ESTIMATES
Blandford / Russell	Resurfacing of Routes 20 and 23	\$ 750,000
Northampton	Resurfacing of Routes 5 and 10 from Pine Street to Hatfield Street	\$ 500,000
Chicopee	Reconstruction of Sheridan Street from Fuller Road to Westover AFB	\$ 1,000,000
Springfield	Route 20A Bridge at Pasco Road reconstruction	\$ 500,000
Springfield / West Springfield	Reconstruction of Memorial Bridge	\$ 2,000,000
Southampton	Route 10 Bridge construction over Manhan River	\$ 475,000
Agawam	Highway improvements to Route 75	\$ 1,300,000
South Hadley / Granby / Amherst	116 Reconstruction at Town Lines	\$ 960,000
Plainfield	Route 116 Reconstruction from Plainfield / Ashfield Town Line	\$ 2,600,000
Hadley	Route 47 Reconstruction from Sunderland Town Line	\$ 2,500,000

Source: Massachusetts DPW - Program of Projects to be Advertised

Local Project Initiation

Highways

To initiate local projects, individuals, local officials, organizations, or agencies should submit requests via the chief elected official in the municipality. This letter requesting a project should be sent to the District Highway Engineer at the appropriate District office of the Massachusetts Department of Public Works (MDPW). In this region, for the most part, that would be District 2 in Northampton, but also to District 1 and 3, in Pittsfield and Worcester respectively, for some communities. A copy of the letter should also be forwarded to the MDPW's central office in Boston addressed to the Chief Engineer.

The Chief Engineer of the MDPW is the Chairman of the **Projects Review Committee** which has been established within the Department to evaluate and act upon all requests for projects which are forwarded by the Regional Planning Commission and the District Highway Engineer. This group of decision-makers meets regularly to approve or disapprove project initiation.

The Regional Planning Commission (LPVRPC) reviews projects, assigns the project a regional priority and forwards its review to the Department's Project Review Committee. If a project is approved for initiation, it is placed on the LPVRPC's annual planning and programming document, the Transportation Improvement Program (TIP).

Transit

As operating a private automobile becomes more and more costly, many communities are developing an interest in obtaining increased mass transit services. How does a PVTA member-community go about getting additional transit service? The process is initiated by the municipality contacting the PVTA and submitting a request for transit service in an area. If the PVTA decides that the requested service is deserving of further information, it forwards the proposal to the LPVRPC.

The Planning Commission transportation planning staff then carries out an analysis of the proposal. This analysis consists of detailed service description, rider projection, revenue, fare and cost projections, and a service evaluation report. Based on this LPVRPC planning analysis of the proposal, the PVTA makes a decision whether or not to implement service on a trial basis. If the decision by the PVTA is favorable, and the communities that will bear the local share of the costs give their approval, the service can begin.

Transportation System

Highways

ANNUAL VEHICLE MILES OF TRAVEL

YEAR	AVMT
1974	2,914.16
1975	2,977.40
1976	3,096.80
1977	3,440.23
1978	3,421.00
1979	3,400.15
1980*	3,434.15

Source: Dept. of Public Works-Bureau of Transportation Planning and Development and the Executive Office of Transportation and Construction

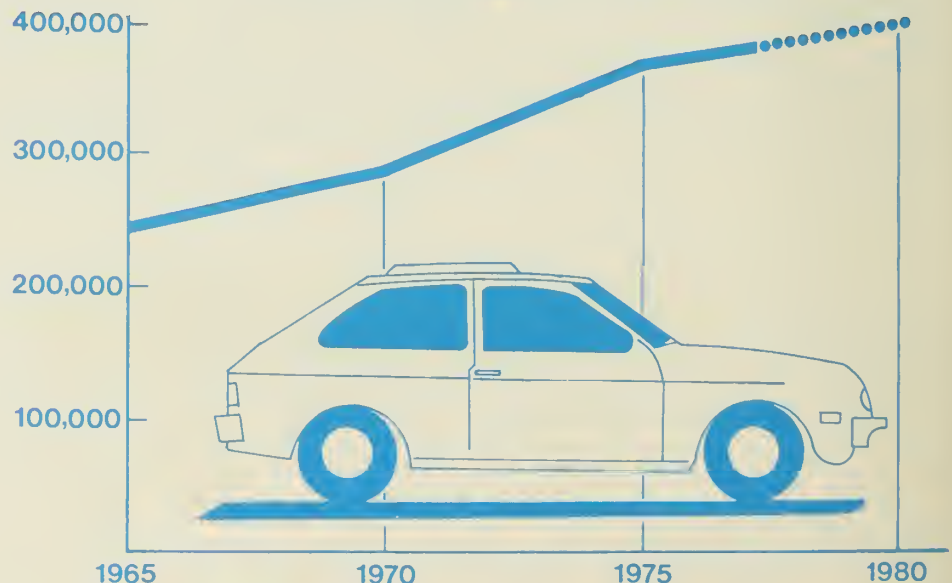
* Projection by LPVRPC

Highways comprise the predominant transportation mode in the LPV Region. In 1978, there were 4192 miles of roadway in the region of which 298 were state highways; 3239 were municipal accepted streets; 485 were unaccepted streets; and 170 other ways.

Two major routes of the Interstate System traverse the region, Routes I-91 and I-90. The latter is the Massachusetts Turnpike, running east-west for 46 miles through the region. Route I-91 runs north-south through the LPV Region with more than 31.17 miles located within the region proper. Route I-291 in Springfield, connects I-91 with the Massachusetts Turnpike in Chicopee with all 5 miles located within the region. A short spur of Route I-391, presently connecting I-91 with Chicopee Center, is now being extended to Holyoke as part of a major interstate construction project targeted for completion by the mid-1980's. Other regional important highways include U.S. Routes 5, 20, and 202, and State Routes 9, 10, 32, 57, and 116. There are other State-numbered routes located within the region which are important local and regional travel corridors. Despite the recent "energy crises," both the number of vehicles in the region and their use had increased. The number of registered motor vehicles in the region increased at a faster rate between 1970 and 1975 than during the preceding five years. Traffic volumes also increased. According to MDPW statistics,

Daily Vehicle Miles of Travel (DVMT) in the region in 1974 was 7,984,000, with approximately 2,914,160,000 Annual Vehicle Miles of Travel (AVMT) for that year. In 1977, these statistics had changed to an increase of 9,425,300 Daily Vehicle Miles of Travel and 3,440,230,000 Annual Vehicles Miles of Travel. In 1978, a slight decrease in Annual Vehicle Miles of Travel was noted—to 3,421,000,000. The MDPW's 1979 figures show a further slight decline which can be attributed to the trend toward reduced travel and increased energy conservation.

REGISTERED MOTOR VEHICLES



Source: Massachusetts DPW, projection by LPVRPC

Transit

Transit services in the Lower Pioneer Valley are provided principally by the Pioneer Valley Transit Authority (PVTA) through contracts with private bus companies in the region. The PVTA was established in 1974 by Chapter 161B of the Massachusetts General Laws and is eligible to receive federal and state financial assistance to defray operating deficits (up to 75%) and the cost of new capital equipment (up to 80%).

Twenty-three municipalities are currently members of the PVTA, two of which, Leverett and Sunderland, are in Franklin County, outside the LPV Region. The twenty-three PVTA member communities comprise 89.3% (or 558,440 persons) of the region's population, 99.4% of the Black population and 98.3% of the Spanish-speaking population. A community which joins the PVTA is eligible to receive funds to defray a portion of the costs of public transit services operated within its boundaries.

The Pioneer Valley Transit Authority, according to state law, may not operate a transit service, but may own transit facilities and equipment. Thus, the PVTA contracts with the following bus operators to provide bus service in PVTA member communities: Springfield Street Railway Company, Longueil Transportation Company, Holyoke Street Railway Company, Western Massachusetts Bus Lines, Peter Pan Bus Lines, and the University of Massachusetts Transit Service.

In recent years, there has been a steady rise in the number of passengers carried by the PVTA. This trend is depicted in the accompanying graph of annual PVTA ridership.

ANNUAL PVTA RIDERSHIP



Source: PVTA carrier information





Bus service in the region which is not subsidized by the PVT is provided by two carriers. Peter Pan Bus Lines operates inter-city bus service to locations outside the region, including shuttle service from Springfield to Boston and Bradley International Airport located in Windsor Locks, Connecticut. Five College Transportation, Incorporated is a non-profit transit service which provides no-fare transportation for students and employees of Smith College, and the University of Massachusetts. This service operates only between the five colleges. Funding for these services is obtained from student fees.

The Planning Commission provides the PVT and the LPV Region with technical planning assistance, data, and recommended plans designed to provide the region's residents with an efficient transit system which effectively meets their travel needs. The Commission's work program in support of the PVT consists of a broad range of transit planning activities.

Passengers on the heavily traveled Northampton-Amherst route were surveyed to determine riders' reactions to a proposed realignment of the route on the University of Massachusetts' campus. Select PVT bus routes in the region were analyzed and evaluated regarding the need for service modifications. Tasks carried out in these analyses include the recording of passenger boarding and alighting counts and the application of appropriate transit planning techniques. New service proposals were developed to meet the growing demand for transit service in the region. The Northampton-Easthampton-Holyoke route is one such proposal which was implemented on a trial basis. The Commission completed an in-depth analysis of the PVT's fare policies. This analysis provided the basis for the decision to implement a standard 55¢ base fare throughout the PVT's transit system.

Paratransit

Paratransit services such as taxi, carpool, and dial-a-ride are intermediate forms of transportation bridging the gap between the private, single-occupant automobile and fixed-route, regularly scheduled mass transit (i.e., bus and train). Paratransit is frequently used in communities when it is not economically feasible to support a conventional bus system or where there is a need for door-step service, particularly for the elderly and handicapped.

The Pioneer Valley Transit Authority (PVT) supports numerous paratransit services in the region, primarily through Councils on Aging in PVT-member communities. Currently, 18 of the 23 PVT-member communities in the region receive operating assistance funds for their paratransit services. The PVT owns 13 vans (10 of which are lift-equipped) distributed among 10 communities. There are an additional 11 vehicles (only 4 of which are lift-equipped) owned or leased for transport of the elderly and handicapped by PVT member communities in the region.

Augmenting the services provided under the auspices of the PVT are those furnished by private operators. Over the past 6 years, since FY 1975, many of the Region's non-profit, social service agencies have



competed statewide for Federal UMTA 16(b)(2) Capital grant funds administered through the Massachusetts Executive Office of Transportation and Construction (EOTC). Over that time the region has benefitted from the 80% Federal purchase subsidy to acquire 1 lift-equipped bus, 12 lift-equipped vans, 1 non-lift equipped van, and 2 station wagons.

Additional Paratransit services are provided through the legislative mandate of Chapter 766 (Mass. G.L. 111b) which directs that school systems must provide transportation for handicapped children between the ages of 3 and 21 who cannot find conventional educational opportunities or facilities within their own community to meet their particular needs. There are approximately 20 providers of this service within the region. Additional paratransit services in the region are supplied by 6 private ambulance companies which provide non-emergency services and approximately 24 private taxi-cab companies which serve primarily the urban areas.

Air

There are six airports in the region and one seaplane dock in Agawam along the Connecticut River. The largest airport is the Westover Air Force Base in Chicopee, which is currently in the process of being converted to a joint civilian/military aviation facility. Barnes Municipal Airport in Westfield is the largest public airport in the region and the third busiest in the state. Other airports are Bowles in Agawam, LaFleur in Northampton, Metropolitan in Palmer, and Pilgrim in Hatfield. Presently, the Town of Agawam is considering purchasing Bowles Airport and converting it to a municipal airport facility. Limited charter service to Cape Cod and the Islands is provided at Barnes Airport on a seasonal basis. LaFleur also offers extensive charter and leasing service to the public.

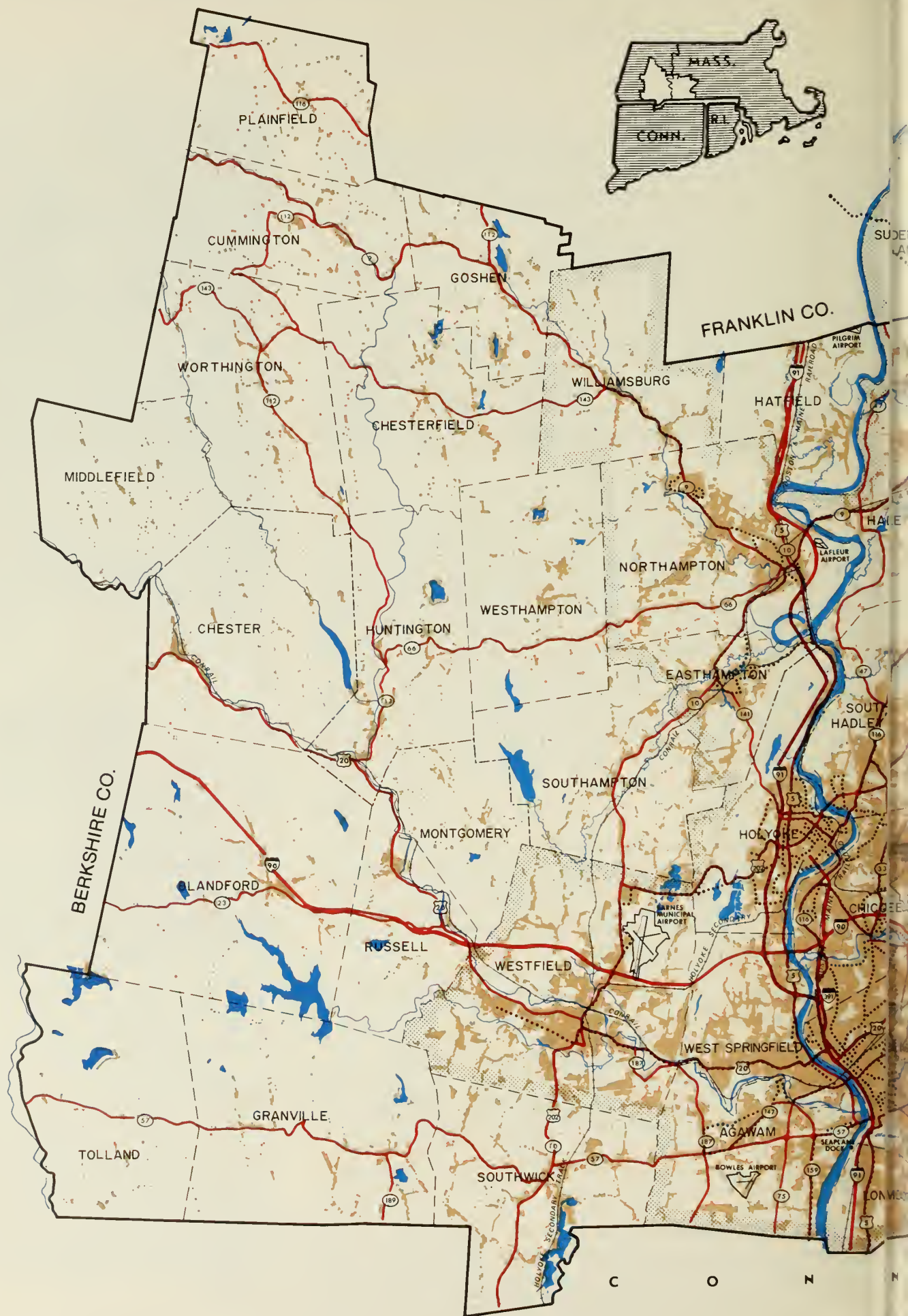
The major commercial air passenger service available to the region is provided at Bradley International Airport, twenty minutes south of Springfield off Route I-91 in Connecticut. The State of Connecticut plans a \$100 million construction program for the airport over the next five to eight years. This expansion should benefit the economies of both Northern Connecticut and Western Massachusetts.

The Massachusetts Aeronautics Commission is presently preparing a **1980 Statewide Airport System Plan** which will update the plan which has been in effect since 1973. This plan will set forth roles for all airports in the system after a process of identifying key issues and problems and finally determining what needs to be done to develop and maintain a well functioning network of airports in the Commonwealth. Some issues specific to the region include the future use of military facilities at both Barnes Airport in Westfield and Westover Air Force Base in Chicopee.

Rail

With the aid of Federal and State assistance funds, improvements to both AMTRAK passenger and Conrail freight rail service has progressed over the past year. A significant increase in utilization of both rail passenger and rail freight services is anticipated in future years as a result of planned improvements to rail facilities and services as well





Lower Pioneer Valley Region



as the growing national consciousness of energy conservation.

Passenger services provided by AMTRAK include stops in both Springfield and Northampton. At the present time, one can travel on AMTRAK from either location to destinations including Montreal, New York City, and Washington D.C. At Springfield, AMTRAK also offers a daily stop on its Boston-Chicago route. Connections can be made at those destinations to other cities served by the AMTRAK system.



Connecticut planners and policy makers have been in the process of assessing their region's future needs vis-a-vis commuter rail as a part of their long range transportation plan for the year 2000. Presently, the Connecticut Department of Transportation is negotiating with AMTRAK to improve the frequency of service in the "Inland Line" which is an existing rail corridor between Springfield-Hartford, and New Haven. This will improve rail service and encourage commuter travel in the Hartford/Springfield corridor.

Rail freight services are provided by four carriers: Conrail, the Boston and Maine (B&M), Central Vermont (CV), and Massachusetts Central Railroad (MCRR). Last year, U.S. District Court in Boston approved a petition by B&M Railroad to abandon service along the Wheelwright Branch which serves Northampton, Hadley, Amherst, Belchertown, Palmer, Bondsville, and Ware. The Interstate Commerce Commission (ICC) is expected to approve the petition within a few months. An embargo of the track by B&M has been in effect since December 1979. Mass Central Railroad officials have indicated an interest in providing service along the Wheelwright Branch Line if Federal and State funds can be obtained and the ICC concurs with the B&M abandonment petition.

The Planning Commission and the JTC will work to continue developing an effective rail system to meet inter- and intra-regional needs.

Bikeways

Following the completion of the '**Preliminary Bikeway Plan**' in 1975, the LPVRPC has worked to advance implementation of the Plan. Included in the original plan are bikeways of both regional and local significance.

An important link in the Region Bikeway Plan is the Five-College Area Bikeway. This project, when completed, will interconnect the towns of Northampton, Amherst and South Hadley; specifically the five colleges which are located in three area communities. The LPVRPC has drafted a proposal for Bikeway Demonstration funds, which are granted for 'Unique Bikeway Projects'. The proposed bikeway will serve both bicycling commuters in the five college areas as well as provide for bicycling recreational trips. The Five College Bikeway will provide finally a safe crossing of the Connecticut River.

There has also been progress made toward local community bikeway projects. Amherst has continued to construct several additional segments of their local bikeway which will integrate with the proposed Five College Bikeway outlined above.

As the energy conservation and physical fitness consciousness of the nation continues to grow, so will the enthusiasm toward and interest in the development of a network of bikeways throughout the region.



Special Projects

Air Quality

The Clean Air Act Amendments of 1977 establish various federal, state, and local requirements aimed at the expeditious attainment of air quality health standards. The Act requires achievement of these standards by December 31, 1982. However, for carbon monoxide (CO) and photochemical oxidants (O_x), a five year extension to 1987 can be granted. This extension is contingent upon a state demonstrating in its **1979 State Implementation Plan (SIP)** that attainment is not possible by 1982 despite the implementation of all reasonable stationary source and transportation-related control measures.

Most major urban areas with CO and O_x problems will be unable to meet the air quality health standards by 1982 through reliance on stationary source controls and federal new car standards alone. These areas, therefore, will be required to develop and implement such transportation strategies as mass transit improvements, preferential bus and carpool treatment, areawide carpool programs, parking management, auto-restricted zones, etc.—which are all designed to reduce auto emissions.

Section 175 of the Mobile Source Provisions of the Clean Air Act Amendments provides for the Environmental Protection Agency to make 100% grants to any state-recognized organization of local officials with transportation and air quality maintenance planning responsibilities for two consecutive years. Such grants cannot, however, be used for construction.

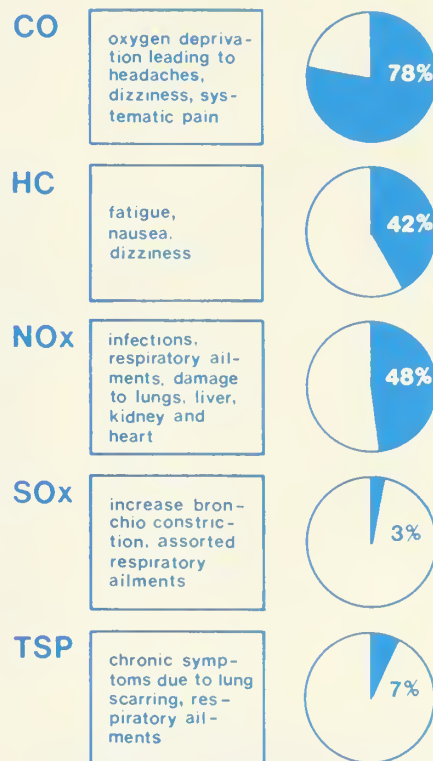
In January, 1980, the Lower Pioneer Valley Regional Planning Commission prepared and submitted to the Environmental Protection Agency a proposed EPA Section 175 Transportation-Air Quality Planning Program Grant Application. The proposed program outlines a transportation-air quality planning process for the first year of the two years during which planning grants will be awarded. The EPA approved the LPVRPC program in February, 1980 and a total of \$53,626 was allocated to the LPVRPC planning program in February, 1980, and a total of \$53,626 was allocated to the LPVRPC to complete work tasks outlined in the grant application. Included among these tasks are the following:

Establishing an integrated transportation-air quality planning process; defining appropriate air quality monitoring and analysis techniques; evaluation of alternative transportation control measures and strategy development; and plan formulation and adoption.

Work on all four tasks has begun, with a special priority assigned to the assembling of a data base sufficient for the identification of potential carbon monoxide "Hot Spot" intersections located within the Chicopee-Holyoke-Springfield Urban Core. Ultimately, this data base will allow the Commonwealth's Department of Environmental Quality Engineering to analyze the effectiveness of the Commonwealth's automobile exhaust emission "Inspection and Maintenance" program, which is currently scheduled for implementation in January, 1982.

In March, 1980, the LPVRPC was awarded a second-year planning program grant of \$72,855 to further work on the tasks listed above and to further develop the Commission's overall Transportation-Air Quality Program.

AUTO EMISSIONS / HEALTH EFFECTS % from autos



Source: LPVRPC and DOE, EPA
ENERGY/ ENVIRONMENTAL FACT BOOK

1980 Census

On Census Day, April 1, 1980, the U.S. Department of Commerce, Bureau of the Census conducted the 1980 Federal Decennial Census of Population and Housing. Every household received either a short or long version of the sample questionnaire. The short form, consisting of 6 population and 12 housing questions, was sent to all households. The longer form, containing all the questions asked in the short form plus additional in-depth questions was sent to 50% of the households in municipalities with a population under 2,500. In more populous municipalities, 20% of the households received the long form.

These 1980 Census-generated materials will begin to become available when the First Count Population figures are officially released in January, 1981. These population figures become the basis for apportionment of representatives to the 98th Congress. Throughout 1981 and 1982, additional data will become available, with the most detailed journey-to-work data being made available in 1983.

The statistical data published in the 1980 Census will be used to document trends from previous censuses as well as to provide a detailed snapshot of the region's unique characteristics. Transportation planners utilize primarily the following data: size, age, sex, and racial characteristics of the population, as well as disability; mode of transportation; carpooling; travel-to-work time; number of autos, vans, lt. trucks; and place of work statistics.

These and other data elements from the Bureau of the Census are essential information required to effectively manage and upgrade the regional transportation system's mix of services and facilities.

Traffic Accident Statistics

1978 HIGH ACCIDENT INTERSECTIONS

INTERSECTION COMMUNITY	ACCIDENTS
Boston Rd.-Parker St. Springfield	38
State St.-E. Columbus Av. Springfield	36
Allen St.-Cooley St. Springfield	33
Chestnut-Liberty St. Springfield	23
Memorial Dr.-Fuller Rd. Chicopee	22
Main-Pleasant St. Northampton	22
Shaker Rd.-Chestnut St. E. Longmeadow	22
Boston Rd.-Stony Hill Wilbraham	21
Carew St.-Dwight St. Springfield	21
State St.-Dwight St. Springfield	21
Worthington-Dwight St. Springfield	20

Source: Massachusetts Department of Public Works - 1980

In preparation for the Commission's involvement in the Massachusetts Department of Public Works' PIAP modeling process, the LPVRPC requested detailed traffic accident records from the State. These accident records, obtained from the Massachusetts Department of Public Works in early 1980, offer extensive data on the number and nature of all recorded traffic accidents in the region between 1974 and 1975. In addition to applications in the PIAP process, the traffic accident data will be used in several other applications, including: highway corridor studies, air quality analysis, and the transportation-environmental review of major residential, commercial, and industrial projects proposed for the region.

Regional On-Board Survey

The survey of all PVTa passengers, which is held every five years, was carried out during the Spring of 1980. The purpose of the survey is to gather information related to the people who are riding the PVTa buses. The information gathered pertains to the travel patterns of the riders; their principal reason for taking the bus; and riders' reactions to the degree of convenience of the bus service.

The survey was carried out in late April and May. On every PVTa bus route a surveyor or the driver distributed a survey card to each passenger. Passengers were asked to fill

out a survey card in which relevant data questions were listed.

The survey cards, which were completed and returned, provided information which will be useful in carrying out the transit planning program of the Regional Planning Commission. The LPVRPC, under a contractual arrangement, does all planning work for the PVTA.

Transportation-Energy Contingency/Conservation Plan

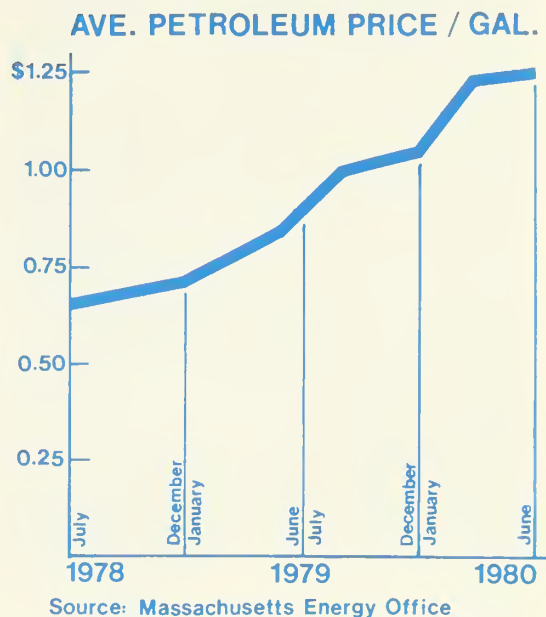
The issues of fuel price increases and import supply shortfalls have increasingly surfaced over the past five years, prompting the integration of energy concerns into the regional transportation planning process. The development of programs to conserve petroleum supplies are critical to the stabilization of both fuel price and availability and to maintain a minimum level of mobility for the region's populace.

The LPVRPC has for some time recognized the need to plan for our energy needs. In 1977, an initial effort was undertaken by the Commission as a means to address the need to conserve energy and examine, in a general manner, strategies and actions to curtail consumption. This study was labeled as an Energy Consortium Program for the Transportation Sector and set forth a basic framework for further analysis. In 1979 a more in-depth, but still preliminary study, was conducted to better define the types of supply shortages which might occur and to propose actions to alleviate such shortfalls. This report entitled, "**Contingency Plan for Transportation During Petroleum Fuel Shortages**", attempts to indicate how supply shortfalls can be determined and measured and where significant data for such can be obtained. The report goes on to indicate how and by whom it can be implemented and how its effectiveness can be assured over time.

The LPVRPC will appreciably expand and upgrade its efforts in transportation-energy planning within the next two year time frame (i.e. 1980-1982). During the initial program year, a highly detailed and systematic Energy Contingency Plan will be undertaken that will present a recommended series of actions to be implemented in concert with varying degrees of fuel supply shortfalls. Sophisticated techniques to examine modal capacities and capabilities as well as fuel supply inventory and consumption levels will be employed. Alternative actions to alleviate energy emergencies will be carefully researched and assessed as to their degree of effectiveness and potential for successful implementation in the LPV Region.

During the second program year, an Energy Conservation Plan will be developed which closely examines the more continuous need to curtail rising energy demands within the transportation sector. Fuel supply and consumption data as well as modal efficiencies collected in the first phase of the energy planning program will be employed in this subsequent planning effort. Actions designed to address continuous energy supply and/or price concerns, other than a strictly emergency context, will be assessed as to their effectiveness.

In order to better coordinate energy planning activities undertaken for the LPV Region, the Commission's Joint Transportation Committee will establish a Transportation-Energy Task Force comprised of representatives of local, regional and statewide agencies involved in energy issues as well as appropriate representatives of the private sector who will be involved in both plan development and implementa-



tion. Through this combination of actions, the LPVRPC hopes to reduce or minimize the problems caused by the rapidly increasing cost and diminishing supply of fossil fuel.

Section 504—Transportation Accessibility for the Handicapped

1980 ESTIMATED HANDICAPPED POPULATION BY COMMUNITY

Agawam	1,847
Amherst	2,364
Belchertown	503
Blandford	81
Brimfield	159
Chester	83
Chesterfield	66
Chicopee	4,433
Cummington	49
East Longmeadow	989
Easthampton	1,096
Goshen	45
Granby	416
Granville	84
Hadley	277
Hampden	353
Hatfield	228
Holland	113
Holyoke	3,410
Huntington	125
Longmeadow	1,172
Ludlow	1,324
Middlefield	23
Monson	513
Montgomery	47
Northampton	2,218
Palmer	860
Pelham	76
Plainfield	28
Russell	115
South Hadley	1,205
Southampton	300
Southwick	532
Springfield	11,294
Tolland	19
Wales	78
Ware	605
West Springfield	2,014
Westfield	2,521
Westhampton	71
Wilbraham	975
Williamsburg	157
Worthington	58

Source: Projections by LPVRPC

The Commission has been extensively involved throughout the year in a planning program intended to ensure that mass transit services in the region are usable by handicapped persons as well as the able-bodied public. This planning is being carried out under the mandate of **Section 504**, federal regulations which require that (mass transportation) programs receiving federal financial assistance not discriminate on the basis of handicap. Essentially, the Section 504 regulations mandate that by July, 1989, all existing and future transportation facilities, equipment, and programs in the region be made accessible to and usable by all handicapped people, including the blind, hearing-impaired, and persons confined to wheelchairs.

The Commission has nearly completed work on the development of a comprehensive **TRANSITION PLAN** to achieve full accessibility of the PVTA's transit facilities and services. The Transition Plan can best be seen as a multiyear program covering the time period between now and 1989, which will demonstrate how our region will achieve the goal of making the regional transit system readily accessible to persons with various types of mobility impairments. The required Transition Plan must be submitted to the U.S. Department of Transportation on or before July 1, 1980. Failure to submit the Plan can result in rather severe penalties for the region, most notably a withholding of all types of federal transportation aid.

The Transition Plan has been developed by the LPVRPC in conjunction with the PVTA and a special advisory work group composed of handicapped persons, local bus company personnel, state and municipal officials, and social service agency staff. The work group played a key role in the preparation of the Plan, ensuring a high level of citizen participation throughout the period during which the Plan was developed. This open and broadly participatory process, in which representatives of all relevant viewpoints were involved, has undoubtedly led to the production of a plan sensitive to the special transportation needs of handicapped individuals and possible for successful implementation.

There are two major work areas addressed in the Transition Plan. One is the staged, multiyear program designed to make the PVTA's transit vehicle fleet, fixed facilities, and programs accessible to and usable by handicapped persons. The second consists of a detailed plan for interim accessible transportation services. These are accessible services which will be provided until such time as the PVTA achieves system accessibility. Interim services in an area must be provided at levels comparable to regular transit services available to the general public. The Commission, in conjunction with the PVTA and the special Section 504 Work Group, expended a considerable amount of staff time and effort on the development of the detailed plan for interim accessible services.

System Deficiency Study (SDS) I-391/33 Connector Chicopee

A **System Deficiency Study (SDS)** is an issue-oriented feasibility study designed to evaluate alternative transportation improvements to a given transportation facility or corridor. The analysis provided as part of an SDS helps to define the nature of the problems characteristic to the particular transportation facility under study and presents a range of suggested improvements to correct identified problems and deficiencies. The completion of an SDS should result in a clear set of recommendations to be submitted to local, state, and federal officials, as well as the general public for their consideration and appropriate action.

The City of Chicopee has proposed the construction of a new east-west roadway or the upgrading of an existing east-west roadway which would also intersect the City's two major north-south arteries, Routes 33 and I-391. Ultimately, the project would be designed to facilitate improved east-west travel movements and to improve access to Westover Air Force Base and the rapidly developing Westover Industrial Airpark. This System Deficiency Study will address itself to the questions of how best to provide for improved east-west travel in the City of Chicopee, and likewise, how the anticipated environmental and socioeconomic impacts of such improvements could be minimized to the maximum extent possible.



Masspool

Masspool, the Commonwealth's statewide ridesharing program, was originally implemented in the Boston Air Quality Control Region in 1976, and in the Pioneer Valley Air Quality Control District in May of 1977 by MDPW. In February of 1978, responsibility for the conduct of the Masspool Program throughout the four Western Massachusetts counties of Berkshire, Franklin, Hampden, and Hampshire, passed to the Lower Pioneer Valley Regional Planning Commission under the provisions of a contract signed by the LPVRPC and the Executive Office of Transportation and Construction. This contract terminated at the closing of 1979 when funding was provided through the regular LPVRPC/MDPW contract.

Essentially an employer-based program, Masspool aims to assist employers of 250 or more in establishing, promoting, and maintaining ridesharing programs for employees. Under provisions of Regulation 16 of the regulations for control of air pollution in the Pioneer Valley Air Quality District, employers of 250 or more are legally required to promote ridesharing activities.

During the past two-and-one-half years, the LPVRPC-Masspool program has been responsible for implementing over 85 ridesharing programs at employer locations throughout the LPVRPC planning district. Additionally, through maintaining a close working relationship with the Pioneer Valley Transit Authority, transit services to several of the region's employers have been improved and expanded. Similarly, in





Franklin and Berkshire Counties, a total of 8 and 17 employer-based ridesharing programs, respectively, have been established, and transit services provided by the Berkshire Regional Transit Authority (in Berkshire County) and the Greenfield-Montague Transit Area (in Franklin County), have been expanded and improved to better serve employees at large employer sites throughout those two counties.

By providing ridesharing program assistance to over 80,000 employees throughout the Four County-West area of the Commonwealth, the Masspool program has achieved an overall reduction in the number of single occupant vehicle work trips to and from major employer locations by approximately 6%. This translates into an approximate increase of 4500-4800 in the number of carpools formed throughout the Four County-West region.

In November 1978, the MDPW and EOTC jointly sponsored the formation of a third-party, non-profit corporation, known as Masspool, Inc., to promote vanpooling under a program known as "Caravan." Under the Terms of a relatively simple, short-term contract with Masspool, Inc., employees at large employers throughout the Commonwealth may now enter into an agreement providing for groups of 12 or more to receive door-to-door, home-to-work vanpool service.

Recent developments, including the expansion of the Masspool program to every county within the Commonwealth, and a reduction in the level of Masspool program funding by the State Offices of Energy Resource, have moved the Massachusetts Department of Public Works to consider locating Masspool Regional Coordinators in the MDPW's District Offices. In light of that policy decision, the LPVRPC-Masspool program will terminate on or about June 7, 1980, and after that date, MDPW personnel will assume complete responsibility for the day-to-day operation of Masspool.



Accomplishments

- PRELIMINARY SECTION 504 TRANSITION PLAN DRAFTED
- STUDY OF PVTA CENTRAL TELEPHONE SYSTEM—IMPLEMENTED
- RESTRUCTURING OF HOLYOKE STREET RR ROUTES
- REVISION AND PUBLICATION OF NEW PVTA SYSTEM MAP
- 5-COLLEGE BIKEWAY PROPOSAL DEVELOPED
- UMTA TITLE VI COMPLIANCE DOCUMENT UPDATED AND FILED
- 16(b)(2) GRANT APPLICATIONS PREPARATION ASSISTANCE
- WESTERN MASS BUS LINES—5 COLLEGE BUS COMPANY CONSOLIDATION
- PRELIMINARY TRANSPORTATION/ENERGY CONSERVATION AND CONTINGENCY PROGRAM
- LPVRPC—SECTION 175 AIR QUALITY GRANT—ACCEPTED
- ROUTE 32 CORRIDOR PLANNING STUDY COMPLETED
- SHOPPING CENTER INVENTORY FOR LPV REGION
- WORST CASE CARBON MONOXIDE 'HOT SPOT' INTERSECTION IDENTIFIED AS PART OF EPA SECTION 175 AIR QUALITY PROGRAM
- ROUTE 33/I-391 CONNECTOR SYSTEM DEFICIENCY STUDY INITIATED
- REGIONAL TRANSPORTATION PLAN COMPLETED

Service Activities

Highlights of the many local technical assistance and special activities performed by the LPVRPC during 1979-80 included:

- Provided information and technical assistance to the Towns of Hadley and Ware prior to these communities becoming new members of the Pioneer Valley Transit Authority (PVTa) during 1980
- Prepared traffic impact assessment reports for proposed housing complexes located in Palmer and Wilbraham
- Assisted local officials of Huntington and Westhampton evaluate proposed highway improvement for Route 66 as well as related design and environmental impact considerations.
- Provided information and technical assistance to Agawam officials in analyzing the possible Town purchase of the Bowles-Agawam Airport and its conversion to a municipal airport facility
- Analyzed several alternate park-n-ride sites and developed projected utilization rates for the Town of East Longmeadow
- Provided information and technical assistance to the Pioneer Valley Association and several LPVRPC municipalities in an ongoing search for a feasible site for the construction of a proposed Route I-91 rest area/information center
- Assisted Hilltown Transportation, Inc. to develop its Section 18 rural transit assistance grant application
- Developed proposed shuttle bus route to serve the King Street corridor of Northampton
- Provided Belchertown, Wilbraham, and Northampton officials and citizens with background information and alternative funding assistance programs applicable to proposed bikeway development projects in these communities
- Prepared feasibility report and cost estimates for proposed bus service to focus on the Cushman area of Amherst as requested by the Town
- Assisted local officials of Ludlow and Belchertown to develop an application to advance necessary improvements for South/Poole Street which interconnects these two municipalities
- Assisted Valley Opportunity Council, National Council of Black Aged and Hilltown Transportation to develop individual federal capital grant applications to obtain vehicles specially equipped to serve the elderly and handicapped
- Assisted Easthampton and Northampton officials to develop environmental analysis requirements for proposed improvements to Route 5 in the vicinity of the Connecticut River Ox Bow
- Analyzed public transportation needs of Westfield State College and developed recommended proposals for improving transit access to the Westfield campus by students, staff and faculty
- Provided assistance in efforts to maintain rail freight service on the Wheelwright Branch Line which serves Northampton, Hadley, Amherst, and Belchertown which has been proposed for abandonment
- Assisted Holyoke City Engineer evaluate alternative intersection improvement schemes for the junction of Cherry, Beech and Northampton Streets

Future Directions

During the coming year, the transportation planning activities of the LPVRPC will include the completion of a number of technical and policy studies such as: **Energy Contingency/Conservation Plan**, the publication of the **Transportation Plan**, and the **Unified Work Program/Prospectus** update. The LPVRPC will complete the **Section 504 Transition Plan** and begin implementation. The staff will continue to develop a data base for the continuing Air Quality-175 program. Also, the LPVRPC will begin a series of transit-related studies, including the **Hampshire County Rural Transportation Study**, **Comprehensive Study of Amherst Transit Services**, **Transit Marketing Study**, and completion of the **Zonal-Fare Structure Study**.

Examples of several transportation improvement projects whose planning and development are in the process including: I-391 connecting Chicopee and Holyoke, replacement of the 116 County Bridge in Holyoke, **TOPICS**-type safety improvements in Chicopee, Northampton, and Amherst, and improvements to Routes 10, 20, 32, 10/202, 116, among others.

Approval of an UMTA capital grant should clear the way for additional transit equipment and facilities including a new series of life-equipped buses and vans.

This year the LPVRPC will have on hand a new transportation system modeling process—**Performance Investment Analysis Process (PIAP)**—to help with all transportation planning activities.

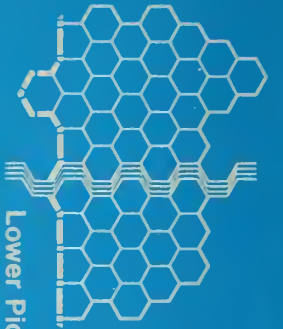
The LPVRPC will continue to provide local technical assistance to member municipalities and will provide ongoing technical support to the PVTA.







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